

The Hongkong Telegraph.

WEATHER FORECAST
SHOWERY.
Barometer 29.81

(ESTABLISHED 1861.)

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August 27th, 1912, Temperature a.m. 70, p.m. 87; Humidity...95, 69.

August 27th, 1911, Temperature a.m. 87, p.m. 87; Humidity...69, 63.

No. 8876

號六十月七年子壬

WEDNESDAY, AUGUST 28, 1912

三拜禮

號八廿月八年港香

Single Copy 10 CENTS

TELEGRAMS.

THE KAISER'S ILLNESS.

ORDERED COMPLETE REST.

Reuter's
(Service to the "Telegraph.")
London, August 27.
His Majesty the Kaiser is better, but is still suffering from exhaustion. The swelling of the glands and muscles of the neck, as well as the feverish symptoms, have subsided. His Majesty has been ordered complete rest.
The illness was caused by the inclement weather on the occasion of the Mayence Parade, His Majesty motoring back therefrom, thus disobeying the wishes of his physicians.

THE BALKAN UNREST.

MONTENEGRO'S GRIEVANCE.

London, August 27.
A message from Reuter's correspondent at Cetinje states that the Powers have made vigorous representations to Montenegro, whose Government assures them that it will not act contrary to their wishes, and disclaims any idea of aggression. But the Government declares that it cannot tolerate Turkish frontier fortresses in Montenegrin territory and appeals to the Powers to settle the dispute.

TURKISH CONCESSIONS.

Reuter's correspondent at Constantinople wires that it is announced that the Government has instructed the valis of all the European provinces to apply the concessions made to the Albanians throughout their districts. The same measures, it is understood, will be introduced in the Anatolian vilayets.

DOUBTFUL STORY.

The report of the attack on Sjenitza is doubted here. The exodus of Servians is believed to be due to the Albanians, returning from Uskub, having sacked the Government magazines of rifles en route, and manifesting their satisfaction in Albanian fashion by discharging their rifles and frightening the Christians.

TROUBLE AT CRETE.

BRITISH CRUISER LEAVES.

London, August 27.
The cruiser Diana has hastily left Malta for Crete. There is some anxiety over the situation there owing to the discovery of a Cretan plot to seize Samos and hoist the Greek flag.
A French warship is also proceeding to the scene of the troubles.

MR. ROOSEVELT'S CAMPAIGN.

INVESTIGATION ORDERED.

London, August 27.
The Senate at Washington has finally passed a resolution in favour of the Campaign Funds Committee investigating the charges made against Mr. Roosevelt's in connection with his campaign fund in 1904.

DR. MORRISON.

MARRIAGE IN LONDON.

London, August 27.
Dr. Morrison, of Peking, was married in London yesterday to Miss Jennie Robin, a lady who is well acquainted with China, whither they return after their honeymoon.

TELEGRAMS.

CHEUNG CHAU OUTRAGE.

THE BOOTY RECOVERED.

Reuter's
(Service to the "Telegraph.")
London, August 27.
A message received here from Reuter's Hongkong correspondent states that the Macao police have seized a pirate junk and recovered the jewellery and booty taken on the occasion of the recent outrage at Dumbell Island.
[An account of the captures will be found on page 4.]

THE CHINESE REPUBLIC.

GRATUITY DECLINED.

(From Chinese Sources.)

Peking, August 27.

The family of the deceased General, Chang Chun-wu, has refused to accept the gratuity offered by the Government.

MILITARY MEASURES.

General Tuan Ki-sui, Minister of War, has suggested to President Yuan that if the State Council should impeach the Government over the case of the late General Chang Chun-wu and Fong Wai, the Government should settle the matter with the Council by resort to military measures. "Shat Po."

PREMIER TO REMAIN.

Shanghai, August 27.
President Yuan despatched Luang Ni-yi to see Premier Lu and advise him to remain at his post. Premier Lu has consented.

SUN AND YUAN.

President Yuan paid a return visit to Dr. Sun Yat-sen on the 26th inst.

MUTINY ENDED.

The mutiny of the troops in Tong-chow is now over. "Shat Po."

NO IMPEACHMENT.

Shanghai, August 27.

On account of the opposition of some of the members, the State Council has withdrawn its motion for the impeachment of the Government over the case of the two deceased generals.

POPULAR WITH MANCHUS.

The Empress Dowager has sent Lu Ying-chung to see Dr. Sun Yat-sen, with the young Emperor.
The Empress Dowager has made several presents to Dr. Sun Yat-sen in the form of fancy articles, and has asked Dr. Sun to fix a day for the her to entertain him and his family at her palace.

A TEN DAYS' TALK.

Dr. Sun Yat-sen intends to have "a ten days' talk" with President Yuan. He declares that the President is faithful to the Republican Government, and that the Republic should not entertain any suspicion against him. "Sai Kai Kung Yak Po"

ALLEGED EMBEZZLEMENT.

Peking, Aug. 27.

Tuan Si-wan, the Manager of the Tientsin-Pukow Railway, is alleged to have embezzled a large sum of money belonging to the Railway. The Ministry of Communications has telegraphed to Ching Tak-chuen, Governor General of Kiang-su, suggesting that Tuan's estate and properties be confiscated in order to make good the embezzlement. "Sai Kai Kung Yak Po"

TELEGRAMS.

HOME WEATHER.

FLOODS IN EAST ANGLIA.

Reuter's
(Service to the "Telegraph.")
London, August 27.

The weather is the subject which receives greatest prominence in the papers, and the news puts all other horrors into the background.

The latest news is that Norwich, Cromer and several villages in Lincolnshire are out off by floods. Passengers for Cromer yesterday could not proceed beyond King's Lynn, where they were deposited on a flooded platform and had to find lodgings in the town.

UNPARALLELED IN HISTORY.

Later.
The deluge in the eastern counties is widespread, the floods doing vast damage. Norwich, Lowestoft, Yarmouth, Cromer, etc., are completely cut off.

Booking from London to many seaside resorts has been cancelled. The position is unparalleled in history.

A number of branch railways in the Midlands are also at a standstill.

BOATS IN STREETS.

Messages despatched from Norwich on Monday are only just coming through. They record an extraordinary state of affairs. It has rained incessantly for 17 hours, and there are several feet of water in many streets, wherein boats are plying. The tramway service is stopped, and business is at a standstill.

The weather prospects are improving, but East Coast resorts are still cut off.

BETTER NEWS.

Later.

East Anglia is now in communication with the South, but not with the Midlands.

The North mails are being despatched from Manchester via Ipswich to London.

Brakes took railway passengers for twelve miles into Norwich. Telegraphic communication is being restored.

THE LATE MIKADO.

(Independent News Agency.)

Tokyo, August 28.

A proclamation has been issued to the effect that hereafter the late Emperor should be referred to as "Meiji Tenno."

AN EDITOR'S IMPRESSIONS.

Philip H. Kerr, editor of the "Round Table" who has just made a tour of the Orient, gave his impressions of the people of China to a gathering at Vancouver. In the course of his address he declared that China would become even more important than Japan is to-day as a factor in international affairs. He expressed the conviction that neither Japan nor Russia would ever possess Manchuria. On this point he said that the Chinese emigrants were spreading over Manchuria like a glacier, and that they were successful as agriculturists and traders. The Japanese could not compete with the Chinese in either vocation and had to give way to them. Mr. Kerr deemed it advisable to warn the British Columbians that they must adopt a policy of exclusion of Chinese immigration before China gets strong enough to back up its protests with naval and military strength. He said: "It is for the British Empire in all its parts, Canada, Australia, New Zealand and South Africa, in common with the Government of the old country, to decide what measures will be assumed for the exclusion of the Chinese; and you ought to do it now, while you have the strength to see that the policies you assume are carried into effect."

TELEGRAMS.

TIBETAN SITUATION.

SIGNIFICANT COMMENT.

Reuter's
(Service to the "Telegraph.")
London, August 27.

The "Times", in an article following up its observations of July 27th, contends that during the last few weeks of the new situation has arisen in Tibet. It says all our acknowledgments of Chinese suzerainty were made in circumstances now non-existent.

Renewed Chinese invasion, the journal says, would doubtless be accompanied by barbarity and be followed by merciless oppression, and we ought to insist that Chinese intervention shall never again be exercised except within well defined limits. Tibet must not again be deprived of her twice-won autonomy.

Continuing, the journal says that the clause in the Anglo-Russian Convention prohibiting the sending of representatives to Lhasa ought to be reconsidered. The extent of British interests, and the welfare of the Tibetans, suggest the appointing of a competent British representative to Lhasa, and the present moment is the most favourable to examine the suggestion.

THE PEACE COMPACT.

The correspondent of the Calcutta "Statesman" at Kalimpong wires that the compact for the cessation of hostilities was sealed on the 12th inst., and the arms of the Chinese and Tibetan forces were handed over to Nepalese officials representing the two sides. They were then stored in a sealed house. The Amban and his bodyguard and staff will remain at Lhasa. The exact terms of the compact are unknown, but it appears that the Tibetans insisted on a continuance of the old relationship.

CHINESE DEPART.

Later.

Reuter's correspondent at Simla states that the first batch of 500 disarmed Chinese soldiers are reported to have left Lhasa for Gyantse.

ARCHBISHOP AND MARRIAGE LAWS.

The Archbishop of York delivered last month his address as President of the Royal Sanitary Institute which is meeting in York. He said that during the last 50 years sanitary progress had halved the death-rate, and doubled the average duration of life, and, as to the cost of it all, he regarded the payment of rates as the simplest and most elementary way in which every citizen, however selfish he might be, had of contributing to the welfare of his country. The centre of the housing problem now was not so much the old cities and towns as the new industrial areas. For the future, let it be understood that bad housing was not a fault or a misfortune, but a crime, and when he said a crime, he meant that the responsibility should rest upon those who perpetrated it—not upon the builder, but upon the local authorities which stood behind it. He declared himself in favour of an amendment of the marriage laws providing that marriages should be declared null and void if, within a certain time, it was shown that facts had been withheld disclosing insanity, epilepsy, or venereal disease. He expressed himself concerned at the question of eugenics, said that degeneration could only be arrested by regeneration, by the incoming of new and stronger forces of life. These must be, and he hoped would be, largely physical, but they must also be moral and spiritual.

TELEGRAMS.

MR. BONAR LAW.

IN A MOTOR SMASH.

Reuter's
(Service to the "Telegraph.")
London, August 27.

Mr. Bonar Law, after golfing, was motoring to Margate (Margate?) when he had a bad smash with another car at a dangerous corner.

All six motorists were badly shaken.

DUKE OF DEVONSHIRE.

MADE G. C. V. O.

London, August 27.
The Duke of Devonshire has been conferred on him the Grand Cross of the Victorian Order.

A VERSATILE JOURNALIST.

Hon. Maurice Baring in Sydney.

The Hon. Maurice Baring arrived in Sydney on the 2nd inst., from London by the R.M.S. Osterley, on his way to New Zealand on a holiday trip.

The Sydney "Evening News" describes the visitor as a genial English aristocrat, with a literary record; an author, playwright, and war correspondent.

Born in 1874, he is the fourth son of the late Lord Revelstoke (head of the great banking firm of Baring and Company), and brother of the present peer. Educated at Eton and Trinity College, Cambridge, he entered the diplomatic service in 1898, and was successively Attaché at Paris, Copenhagen, and Rome, and was then for a year employed in the Foreign Office, from which he resigned in 1904, when he proceeded to Manchuria as war correspondent to the London "Morning Post." He was afterwards special correspondent for the same paper in Russia and in Constantinople.

Some of his books include "With the Russians in Manchuria," "A Year in Russia," "Russian Essays and Stories," "Land Marks in Russian Literature," "The Black Prince," "Gaston de Foix," etc. His comedy, "The Grey Stocking," was produced at the Royalty Theatre, London, in 1908. He is a regular contributor to leading London publications.

The Chinese Easy to Understand. When seen on board the Osterley on his arrival at Sydney, Mr. Baring spoke of his experiences in Eastern centres, and though not inclined to enter upon the controversial aspect, said there were people who held the view that the future of Japan was uncertain. It was a country in which little official information could be obtained. The westernising of Japan was being watched with considerable interest. Personally he would not express an opinion, except that the Japanese were a scorditive race. But with regard to the Chinese it was quite different. They were easy to understand.

Asked whether it was his intention to write a book on Australia, Mr. Baring laughed heartily, and intimated that as he was leaving for New Zealand next day it would not be quite the thing.

"But others have done something of the sort after what we call a five-minute stay," said the reporter.

"Quite so," he replied, "but I am of the opinion that no man should write about a country until he has spent—well, a little more than five minutes in a place. He should first of all become fully acquainted with the people and conditions of life."

Mr. Baring was sounded on the question of trouble between England and Germany, but was not at all inclined to discuss the subject beyond remarking, "I don't think Englishmen have any quarrel with Germans."

TELEGRAMS.

MOROCCO.

FRENCH DEMANDS.

Reuter's
(Service to the "Telegraph.")
London, August 27.

Reuter's Paris correspondent states that there is a strong outcry in the capital, demanding the rescue of the Marrakesh prisoners. The newspapers unanimously insist on vigorous measures.

CHINESE DISCONTENT IN SIAM.

A Chinese has been charged by the Bangkok Police with committing an offence against the internal security of the State.

It is alleged that on the 21st July he was about to fix up a notice in the Chesusu Niem gambling house which was detrimental to the Siamese Government. The following is an extract from a translation of the notice given by the "Bangkok Daily Mail":

"Dr. Sun Yat Sen is now advising the people to behave well. All Chinamen have cut off their queues and yet they are being severely oppressed by the Siamese. Rice is rising in price and the Chinese are getting poor, but the Government has not the slightest sympathy for them and only wants the taxes. We the Chinese, are in great trouble and we swear to curse the Siamese."

Accused was arrested the same day. His defence is that he did not write the notice, but that he only wrote three copies of it at the Police Station when the authorities requested him to do so, in order to compare his handwriting with the original.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The report of the Turkish attack on Sjenitza is doubted in Constantinople.

The Duke of Devonshire has been conferred on him the G.C.V.O. decoration.

There is a strong outcry in Paris for the release of the French prisoners held at Marrakesh.

The first batch of 500 disarmed Chinese soldiers is reported to have left Lhasa for Gyantse.

Dr. Morrison of Peking was married in London on Monday to Miss Jennie Robin. They will shortly leave for China.

While motoring back from golf, Mr. Bonar Law had a bad smash with another car. The occupants of both cars were badly shaken.

The terms of the peace between the Chinese and the Tibetans are not known, but it appears that the latter insisted on a continuance of the old relationship.

Owing to the discovery of a Cretan plot to seize Samos and hoist the Greek flag, the situation at Crete is causing some anxiety. The British cruiser Diana has left Malta for the scene.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Kaiser is better, but is still suffering from exhaustion. He has been ordered complete rest.

The "Times" deals at length with Tibetan affairs, arguing that a new situation has arisen, and suggesting the appointment of a competent British representative to Lhasa.

Montenegro has disclaimed any idea of aggression, but declares that she cannot tolerate Turkish frontier fortresses in Montenegrin territories. She appeals to the Powers to settle the dispute.

The rains still continue at Home, and passengers by rail to Cromer have been held up by the floods. Norwich, Cromer and other places have been cut off, and unparalleled conditions prevail.

LOCAL.

The trade mark case has been adjourned until Monday week.

Good entries have been secured for the Aquatic Carnival at the V.R.C. on Saturday.

Stolen property has been found in two houses in the Eastern district.

We have been informed that Peter Blair Allan, third engineer of the s.s. Haitan, has been missing since yesterday.

A man was remanded at the Police Court this morning on a charge of aiding and abetting stowaways on board the s.s. Empire.

Captain Willoughby, of the Government launch, Stanley, leaves by the Nikko Maru on Friday for Australia on leave for eight months.

A Japanese stowaway found aboard the s.s. Myshima Maru, this morning, was fined \$50 at the Police Court. He had sailed from Shanghai to Hongkong.

At the Police Court this morning a Chinese was remanded on a charge of being in unlawful possession of an automatic pistol and 2,000 rounds of ammunition.

A small fire broke out at No. 2 Sha Tsoi village in the Chun Wan district and damage to the extent of \$50 was done. The fire was put out by the police and some neighbours.

The authorities at Macao have succeeded in capturing some people, alleged to have been concerned in the piratical outrage on Cheung Chau. They were surprised on a junk in the entrance to the inner harbour.

In a letter to the "Telegraph" to-day, Mr. H. E. Pollock, asks those Peak residents, whose houses have been entered by thieves during the past few months, to meet him privately at his office to-morrow morning with a view to concerted action being taken for the improvement of the present state of affairs.

Notice



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

**\$14.00 per Case of 12 Quarts
INCLUDING DUTY.**

**SAMPLE BOTTLES FREE
LIQUEUR GLASSES**

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MAC EWEN, FRICKEL & CO.,

4, DES VOEUX ROAD,

**THE
SCIENCE OF ADVERTISING.**

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad.?—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads. for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results. **ADVICE:**—Insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money. True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "It is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why? Do you advertise because of friendship? No? To reach the people? Yes, yes, that is the reason and it can only be accomplished by advertising in the paper that has the largest circulation. But if they all have the "largest circulation," I must advertise in all the papers? Quite so, if you think so.

Shipping

**BRITISH INDIA S. N.
CO., LTD.**

**NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.**

EASTWARD.

The S.S. "OKARA," 5,231 tons, Captain F. L. Moth, will be despatched for YOKOHAMA and KOBÉ on the 7th September, at Noon, to be followed on the 11th September by S.S. "FAZILKA," Captain Commaek, taking Cargo and Passengers at current rates.

WESTWARD.

The S.S. "ITOLA," 4,151 tons, Captain Tucker, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 31st August, at Noon, followed by S.S. "MUTTRA," Capt. H. Carey, on the 9th September, at Noon, taking cargo and passengers at current rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215,
Hongkong, 24th August, 1912.

Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

**THE TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LTD.**

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

Hotels

HONGKONG HOTEL
A LA CARTE GRILL ROOM.
Now Open.

Hongkong, 20th April, 1911.

J. H. JAGGART,
Manager. [25]

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEANLINESS, AND COLD DRINKS.
UNDER EUROPEAN SUPERVISION.

Tel. 197.

F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.
For particulars and rates apply to
Telephone, 170 Telegrams "Astor." [24]

**OPEN AIR SKATING RINK
at
BELLE VIEW HOTEL**

Telephone No. 907.

Sessions: 10 a.m. to 12 Noon, 2 p.m. to 4 p.m. Admission 25 cents.
5 p.m. to 8 p.m. 9 p.m. to 11 p.m. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [21]

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.
Under European Management.
Electric Light and Lifts.
Latest Improvements.
Reasonable Rates.

Telephone 373.

H. HAYNES,
Manager.

Hongkong, 1st Aug. 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

EXCELLENT CUISINE AND
GOOD SERVICE, RATES
6 YEN AND UP.

Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb. 1912. [132]

**Diss Bros
TAILORS.**

1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [43]

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers,
Hongkong, 16th August, 1901. [24]

THE FAMINE IN CHINA.

EIGHT Famines Districts with an
area of 80,000 square miles.
TWO and a half million people
facing starvation.

PLEASE SEND YOUR CONTRI-
BUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer: H. C. GULLAND, Esq.

Manager: J. L. GULLAND, Esq.
Barrister, Shanghai.

Hongkong, 24th August, 1912. [44]

Notices

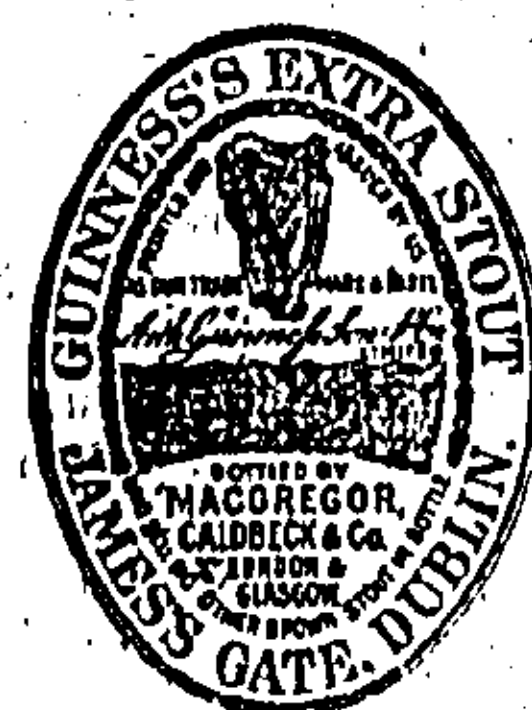


**THE
UNRIVALLED DISINFECTANT.
PROTECTS
THE HOME AGAINST INFECTION.**

Get the habit—IZALISE—the habit of health
and always keep IZAL in the home
The cost in use is so small as to be
insignificant.

AGENTS: W. R. Loxley & Co.,
YORK BUILDINGS.

**GUINNESS' STOUT,
THE WELL-KNOWN
"HORSEHEAD,"**



BRAND.

Sole Agents,

**CALDBECK
MAGGREGOR & CO.**

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN
and KUALA LUMPUR.

Hongkong, 26th January, 1912.

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DRAGON CYCLE DEPOT

The PROPRIETOR of the DRAGON CYCLE DEPOT, 24 Des Voeux Road, in the Colony of Hongkong, has been appointed SOLE AGENT for the well known OVERLAND MOTOR CARS. Several models have been ordered and are due to arrive early in October. The OVERLAND has the LARGEST SALE IN ENGLAND of ANY AMERICAN MADE CAR and is sold at popular prices.
Tel. 482.

Entertainment

VICTORIA THEATRE.

THE COOLEST HALL IN TOWN.

2 Performances Daily:—

7.15 p.m. Pictures Only.

9.15 p.m. Full Programme.

Matinees:—

Saturdays: 4.30 p.m.

Sundays: 6.00 p.m.

TO-NIGHT

Debut

of

The Celebrated Artistes

Vorne and Smith

A New Week

of

Magnificent Films.

Hongkong, 28th Aug., 1912 [562]

**WM. POWELL,
LIMITED.**

**FURNISHING
DEPARTMENT**

NOW SHOWING

THE LATEST DESIGNS

**PRINTED
TABLECOVERS**

FAST COLOURS.

LARGE STOCK

OF

GRETONNES

FOR

CURTAINS, DRAPERIES

AND

LOOSE COVERS

MODERATE PRICES.

William Powell,

Limited

FURNISHER

Notices

**SAVE
YOUR EYES.**

If your sight is failing, or your
eyes trouble you come in and have
them examined.
It costs you nothing.

**WE ARE
PRACTICAL
OPTICIANS.**

And can grind any lenses, or
make a screw to a pair of Specta-
cles on the premises. Don't
throw your frames away; have
them repaired by

**N. LAZARUS,
OPTICIAN.**

1A, D'Aguilar Street, Hongkong

**PEAK TRAMWAYS CO
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.00 p.m. to 5.00 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 8.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS on Week Days

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS

Arrangement at the Company's

Office, Alexandra Buildings,
Des Voeux Road.

JOHN D. HUMPHREYS & CO.
General Managers,
Hongkong, 2nd Nov. 1911.

OUR
CONTEMPORARIES.

South China Morning Post.

Crime in Hongkong.

The problem facing the authorities in this colony is an exceptional one. It is so very easy for thieves to get out of the colony with their booty, and into territory where they are lost sight of. Again, as an old resident pointed out yesterday, there are probably hundreds of the "unwashed" roaming about this colony who have absolutely no visible means of subsistence, and no place they can call their own. They constitute the flotsam and jetsam of South China, yet we charitably "tolerate" them in the colony, and by some means they are supported, whether they are criminals or not, whereas the white man who has no calling (and may be the shuttlecock of fate) is very soon lodged in the house of detention. We have to face facts. The police are unable to-day to put an end to the visitations of the burglars.

Daily Press.

Extirpation of Pirates.

In taking these measures Portugal is but fulfilling an obligation under the old Anglo-Portuguese Treaty, which was re-affirmed by the Republican Government of Portugal in March last, proving *inter alia* that neither party will give asylum to the enemies of the other. In the present instance the pirates which are known to infest these islands are the enemies of both colonies, and they are equally a menace to the whole trade and commerce of the Canton Delta. It would not greatly improve matters if they are driven from the islands over which Portugal exercises a disputed sovereignty unless they are at the same time prevented by the Chinese authorities from finding sanctuary in adjacent territory over which Chinese sway is undisputed. Chinese co-operation in the crusade is essential to its success, and we trust that the arrangement made a couple of years ago between the Government of Hongkong and the Government of Canton for the rendering of mutual assistance in the prevention of crime is still effective, and that the combined efforts of the three Governments will result not only in the arrest of the pirates concerned in the daring outrages at Cheung-chau, but also in more effectively safeguarding life and property afloat and ashore throughout the Delta.

China Mail.

Imperial Defence Committee.

The best of organisation will not avail without a sufficient material force behind it. Committees and sub-committees of official doctores, most useful in their way, do not become "the cheap defence of nations." The defence of nations, under modern conditions, cannot be made cheap; nor can the most admirable two Dreadnoughts perform the work of three. We earnestly hope that the Dominion members of the Imperial Defence Committee will press that point upon its chief, Mr. Asquith and Mr. Churchill have shown a large and statesmanlike grasp of the international position. But their action is not up to the level of their words; they seem still under the bondage of the idea that reconcentrations and reconstructions and other economical device can be a substitute for the expensive and burdensome duty of building more ships and forcing more guns.

Lord Strathcona on Dominion Loyalty.

Commemoration Day was observed at the Royal Albert Orphanage, Camberley, on July 27. Lord Strathcona presented the prizes and, in the course of a short address, said that some of the boys in the orphanage might eventually emigrate to Canada or some of the other Dominions. If they did he could assure them that they were not going to a foreign country, but that they would find that the people of the Dominions were in the best sense of the word "Englishmen" and quite as loyal and devoted to the Throne and the Empire as were those of the City of London or of that country.

GENERAL NEWS

Raja of Padukota.

The Raja of Padukota has arrived at Bad Nauheim to take the cure.

The Late Lord Lister.

At the meeting of the Council of the Royal College of Surgeons recently it was decided to place a bust of the late Lord Lister in the College, and to ask Sir Thomas Brock, R.A., to undertake the execution of the work.

Bitten by a Mad Skunk.

A rancher in Arizona, whose daughter had been bitten by a mad skunk, carried the child fifty miles on horseback to the nearest railroad station, and made a journey of 1,200 miles by rail to reach a Pasteur Institute.

A Shanghai-Tsingtao Interport Match.

Arrangements are practically completed for Shanghai sending an interport polo team to Tsingtao to take part in the carnival in the sports week there. It is expected that the side will be captained by Mr. J. Johnston, but its exact composition is not yet known.

Mall Swindles in the U. S.

It is estimated that persons are victimized every year to the extent of 120,000,000 dollars (about \$24,000,000) through swindles worked through the mails in the United States. Last year 1,000 persons were arrested in connection with these swindles.

A Japanese Artist-Author.

Mr. Yoshio Markino, the well-known Japanese artist, has just written a volume of reminiscences of his early life in the Far East. He calls the book "When I was a child," and it is to be published by Messrs. Constable in the autumn.

A Kolar Volunteer at Bisle.

Maudsor, who took the twenty-fifth place in the King's Cup Competition at Bisle, and has won a badge and £10, is a non-commissioned officer of the Kolar Gold Field Volunteers. The news of his success has been received with great jubilation on the field.

Bar Boy Wins Scholarship.

Chicago, July 24.—John Larsen, nineteen years old, employed in his father's saloon as a bartender, has been selected by the Princeton Club of Chicago for a scholarship and will have his expenses paid four years at the university by the club. It was Larsen's habit to do considerable studying after the saloon was closed at 1 o'clock in the morning.

A Willy Japanese.

It was reported recently that a certain merchant had been buying up all the crepe in Tokio during the illness of the late Emperor in expectation of a great demand for it in case of the Emperor's decease. The Tokio papers were unanimous in condemning this unmanly and unscrupulous conduct as detestable and unscrupulous and insisted that some restraint should be placed upon him.

Death of Don Eduardo Soriano.

News was received in Manila on the 21st of the death in San Sebastian, Spain, of Eduardo Soriano, formerly a prominent member of Manila's Spanish colony. Don Soriano died as the result of an operation. He was a son-in-law of the late Pedro Roxas, and a noted civil engineer here during the Spanish regime—'Cablones American'.

Valuable Autograph Letters.

Messrs. Setheby's last autograph sale of the season proved to be one of the most important and interesting of the year, the two days' total amounting to \$3,079 6s. 6d. Among the more important sales were a fine holograph letter signed "Oliver Cromwell"—£310; a document signed by Mary Queen of Scots—£205; a letter signed by Queen Elizabeth—£215; two letters from Lord Byron—£225; four documents of Robert Burns—£190.

An Infringed Trademark.

In the French Mixed Court at Shanghai the other day a notable sentence was imposed upon a Chinese for copying a trade-mark. The trade-mark in question was the well-known label and seal on bottles of Hennessy's Three Star brandy, and the evidence in the case showed that for two or three years the defendant had been bottling liquor and disposing of it under this designation. A fine of Frs. 10,000 was imposed, to be paid as compensation to the local agents for Hennessy's brandy.

"JUSTICE TO THE MANCHUS"

Foreign Partisan's Spirited Defence of Old Regime.

Dr. Gilbert Reid writes:—"A correspondent" writing from Peking, expresses his views on various topics, and avails himself of the opportunity to assail some views of my own on the above topic. The references to myself are of such a character that I had better consider them as a "means of grace," especially in the virtue of humility.

What is the attitude of my critic towards important principles or to any particular class of people in China, it is not to be expected that one so dull of comprehension as myself can possibly understand. In consequence my reply must be of a very casual character.

In pleading for justice to the Manchus, I am informed that "this document has brought down on the head of the writer the severe disapproval of Peking"—certainly a pretty large body of humanity to come down on one poor head. Up to the present my head feels the blow of only "a correspondent." When the full force of the mighty blow of a million people is felt, I pray for mercy as well as justice.

The Manchus' Share in the Government.

"A correspondent," so far as I can judge, does not like my "document," because he does not like the Manchus—a part of Peking. Therefore, he scorns both of the methods I mention for securing Manchu representation, viz. representation as a people or as territory. They will have a share in the government, we are informed, "according to their qualification." But how is that to be attained, if they are to have no representation as a people or a territory? If qualification is essential, how is it that all of a sudden the Manchus drop so far below the other four races that not one representative can be found? And if Manchu identity is to be destroyed, why continue the talk of unity between the "five races"? Is it for the peace of the whole country to aim at absorption? Even if possible, is it just? Because I plead for some form of giving justice, I am a little surprised that all Peking is up in arms, including even my Manchu friends.

Espousing the Weaker Cause.

Other things baffle me. I am wrong in my "lament" over the Manchus, and I was also wrong in urging abdication on the Manchus, during the month of January. This last act was an "interference," i.e., forced on the Manchus by an outsider. In this forcible procedure, "all the world," not merely Peking, knows that I was "actuated by the best, if mistaken, motives." Thank you for the "best"; remorse of soul for the "mistaken." And, pray, for the "mistaken," does "a correspondent" hold the opinion that there should have been no abdication? Or is it that for me, poor me, to urge it was a case of "interference," and so reprehensible?

In one part of the letter I am considered to be in collusion with the Manchus, and even with Mr. Secretary Knox; in another, I am in collusion with the revolutionists. Whether such juggling belongs to "the best" or the "mistaken" or whether it corresponds to my past record, I leave to others to decide. In the meantime, I confess I have been and still am (which means much more) a friend of the Manchus: I believed that abdication was the only thing to bring war to an end, and I believed that in the end, if the revolutionists acted justly, the Manchus would be benefited, as well as the whole country.

An Autocracy "Pleasantly Gloved."

To hint that abdication was a mistake, is to imply that the new government with peace is worse than the Manchu government with continuance of bloodshed. In fact, "a correspondent" is a friend no more of the Republic than of the Manchus. According to his own acknowledgment, he commends an "autocracy," which is "pleasantly gloved." This accounts for his opposition to my modest "lament."—N. C. Daily News.

CANADIAN FARMING.

Influx of American Agriculturists into Canada.

The Vancouver "World" suggests that the influx of United States farmers into Canada is worrying the American Government down south to some extent. It is quite natural that they should worry because no country likes to lose citizens. The farmer is without doubt the backbone of the country. Nowadays he is a remarkably intelligent person. He is a considerable improvement on the old type which carried straws in its board and preferred the methods of its grandfathers to the more economical and labour saving devices of the present day. Farming nowadays is a scientific occupation, requiring brains as well as a certain amount of brawn.

Canada wants farmers—plenty of them—and the more she gets from the American side the better. There is not a great deal of difference between the Canadian and the American farmer. They live so close together that there is not much difference in their conditions of life. The American quickly adapts himself to those circumstances which are altered by his migration to Canada, and in a few weeks it is impossible to tell him from a native of the soil. In some instances the conditions are the same, and there is nothing new for the immigrant to learn.

Are the States Overcrowded.

These American farmers who cross the border and do not return are an indication that there is no more room in the United States for the agriculturist. The farmer in the States who has not enough land for his needs naturally looks to Canada to supply him with what he wants. The man who makes his living off the land and has a large family to provide for generally wants a good deal more country than he holds. The estate that was big enough for him is not large enough to divide up among his sons. If he cannot acquire more land close to his holding he looks elsewhere and goes where he can get it. Apparently the American farmer cannot get what he wants in the United States, therefore he crosses the border and becomes a Canadian citizen, and a very good one too.

Naturally, America is angry at losing some of her best sons, but if she cannot hold them it is her own fault. If America were made more attractive to her farming community she would lose less. Man as a rule is a sordid creature. He goes where he can make the most dollars, irrespective of governments and patriotism. Dollars and a comfortable living come first. One can be patriotic in a foreign country. In one's own country there may be too little to get, and it is hard to raise any enthusiasm over the fatherland on an empty stomach.

Canada offers the land seeker all that he can desire. Every class of land is available and there is plenty of it. The man who wants to settle his grown-up sons can acquire the country that he desires and need not separate himself from his family. There are rich lands to be had, and all they want is owners. The tide brings in many from Europe, but still there is room.

THE TITANIC REPORT.

American Comment Favourable and Unfavourable.

The "Times" Washington Correspondent writes (July 31):—"The American Press displays a wide divergence of opinion in regard to Lord Morley's report. The "Sun" thinks the document is marked by good sense and courage, while Mr. Hearst's "American" and the "New York Times" condemn it in their respective styles for being inconclusive. "Nobody is to blame," they both cry; "English stupidity and English complacency have rarely had a more conspicuous illustration," says the "American." The "Tribune," on the other hand, like the "Sun" and various other organs, is sure that good will come of the report, especially as its main findings appear very like those of the Senatorial Committee. That also is the opinion of Senator Smith, who expresses himself as "very pleased" with the British report.

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MR. CHAMBERLAIN'S CREED.

Tariff Reform a Faith.

The power which Mr. Chamberlain exercised over British opinion during his active life is wonderfully illustrated, says the "Globe," by the enthusiasm evoked by the mention of his name six years after his withdrawal from active politics. It is Mr. Chamberlain's personality which still makes the Tariff Reform movement a political faith, and no mere intellectual proposition. But Mr. Chamberlain himself arrived at his policy as a result of the study of current conditions, and Mr. Wyndham, in his speech recently, did well to remind us that all that has happened since 1903 testifies to the accuracy of Mr. Chamberlain's analysis. Prices are rising faster than wages, employment, if not less scarce absolutely, is less constant; and the working classes are more and more coming round to the view that emigration is the only remedy. The position is remarkable. We have a Radical Administration of office, whose social programme, by no means lacking in boldness, is believed by good Radicals to bring the millennium nearer every day. And yet the working classes, who managed to find Britain tolerable during the twenty years that the apathetic Unionists were in power, are now leaving the country in steadily increasing numbers. Now we are not going to commit the Radical error of suggesting that a tax on somebody or other will bring the millennium nearer, but we do assert that Tariff Reform would make things at home rather better. Radical social legislation aims, apparently, at making misery as tolerable as possible. Unionist social legislation will aim at making prosperity as constant as possible. The great need of the working-classes is security, which can never exist under present conditions.

NEW LABOUR CAMPAIGN.

Conferences have been arranged, says the "Times," by the Independent Labour Party and the Fabian Society in support of a demand that the whole of the next Parliamentary Session shall be devoted to the "consideration and passing of measures which will permanently raise the standard of life of the large masses of the working people who are suffering from the evils of poverty." Among the demands made are a legal minimum wage, reduction of the hours of labour, complete provision against sickness, a national minimum of child nurture, prevention of unemployment, healthy homes for all, and the abolition of the Poor Law.

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The Hongkong Telegraph.

HONGKONG WEDNESDAY, AUGUST 28, 1912.

ALCOHOLISM AND THE NORMYL TREATMENT.

On Monday we published a reprint of an article by Mr. Owen Seaman, which speaks in terms of unimpaired praise of the Normyl treatment for inebriates. To people living in the East, where the consumption of alcohol is probably as large and as much in evidence as in any other quarter of the world, the subject should be full of interest. All who read the article in question must be impressed by the writer's fairness, breadth of mind and indisputable good faith. It would seem that he has little belief in the prevailing system of "homes" for persons afflicted with this malady, whether those institutions be of the kind provided for the poor, or of that wherein costly—and frequently useless—treatment is offered to people wealthy enough to pay for it. Instead, he argues in favour of a plan by which rich and poor alike can treat themselves, without risk of being labelled, and without abandoning their every-day pursuits: the plan followed by the Normyl Association. According to this, the sufferer takes, every waking hour, a drug which is said to destroy the drink-craving within a day or two, and to restore him, in less than a month, to physical health.

Commenting upon an organisation manifestly carried on by quite disinterested persons solely for the welfare of sinning or suffering humanity, is dangerously like looking a gift-horse in the mouth, or criticizing the dinner which one's host has furnished. If, therefore, we find a difficulty in going all the way with "Punch's" editor and in accepting without reserve the programme of the benevolent institution whereof he is the voluntary advocate, it assuredly is not because we doubt either his or its sincerity. That difficulty we certainly do find. In the first place, is not Mr. Seaman perhaps over sanguine as to the efficacy of this treatment? True, he owns that cases of relapse exist, as also that the curative power of no medicine can remain in the system beyond a certain time. But does he make sufficient allowance for the appalling number of cases which all of us—all, at least, who have moved much among men—know to be beyond the scope of self-treatment? Agreed that alcoholism is, broadly speaking, a disease: did our readers, or did Mr. Seaman, ever meet the man who, setting out to be his own doctor, was not bidding fair to reap a tolerable harvest of expensive disillusionment?

So far as we may approach so grave a matter in a fashion purely materialistic, we think it evident that this disease, where curable, must be met rather by years than by weeks of treatment, and that the subject must be tended by experienced hands and watched by untiring eyes. Nor, finally, does Mr. Seaman appear to take either heredity or pre-natal influences sufficiently into account as hostile forces. Drink like madness and other evils, seems to be in the blood of certain folk; and, to these surely no wise physician would hold out hopes of a speedy cure. Humanly—perhaps brutally—speaking, the confirmed drunkard of to-day must take his chance; it is for the parents of to-morrow to see to it that they, at least, are not to blame should their children be born with a leaning towards excess in this direction.

DAY BY DAY.

Those who try to strike a gold mine more often strike a work-house.

Punjabis Arrive.

Ten men of the 25th Punjab arrived here from Bombay to-day.

Naval News.

The U.S.S. Monterey arrived in Hongkong on Monday, enroute for Manila. H.M.S. Mooroon has sailed for Canton.

New Advertisement.

The following new advertisement will be found on page 5 to-day:—Wai Tai Loong: Chefoo Silk for Sale.

Ship's Engineer Reported Missing. We have been informed that Peter Blair Allan, third engineer of the s.s. Haitan, has been missing since yesterday.

The V. R. C. Carnival.

The entries for the Aquatic Carnival at the V. R. C. on Saturday next are good and the programme is sure to be an interesting one.

Remanded.

A Sanitary Board prosecution for obstruction, defended by Mr. Reader Harris, was remanded at the Police Court, this morning.

Alleged Aiding of Stowaways. A man charged with aiding and abetting stowaways on board the s.s. Empire was remanded at the Police Court, this morning.

Captain Willoughby Goes on Leave.

Captain Willoughby of the Government launch Stanley, leaves by the Nikko Maru on Friday for Australia on leave for eight months.

Another R. G. A. Lieutenant for Hongkong.

Second-Lieutenant J. A. Pym, No. 19 Company, Royal Garrison Artillery, at Sheerness, has been posted to No. 98 Company at Hongkong.

To Be Let as Offices.

It is notified that the Government are prepared to let on lease as offices certain rooms on the top floor of the new Government Buildings.

Sir C. Clementi Smith.

Speech Day at St. Paul's School took place on 31st ult., the prizes being presented by the Right Hon. Sir C. Clementi Smith, G.C.M.G., chairman of the governing body.

A Stowaway.

A fine of \$50 was imposed on a Japanese stowaway at the Police Court, this morning. He was found on the s.s. Mishima Maru. He had sailed from Shanghai to Hongkong.

"At Home."

Saturday being the birthday of the Queen of the Netherlands, the Acting Consul General will be "At Home" at the Netherland Consulate General from 11 a.m. to 12.30 p.m.

Double Charge.

At the Police Court, this morning a man was charged with being a rogue and vagabond and with being in unlawful possession of opium. On the charge of being a rogue and vagabond he was dismissed and on the other he was fined \$12.

Missing Property Found.

Sergeant Gerrard executed a search warrant in the Eastern district and found in a house property which had been stolen. The man in charge of the house has been arrested. The value of the property found is \$16. In a second house \$60 worth of missing property was recovered. The loss of the latter had not been reported to the police.

French Consular Changes.

It is officially announced in Paris that M. Liebert, French Consul at Hongkong, and M. Flayelle, Consul at Montevideo, have been appointed Consuls-General, whilst M. Doire, Vice-Consul at Hongkong, has been made a consul of the second-class. Amongst diplomats charged with the functions of their grade appears the name of M. Borel, Embassy Secretary at Peking.

Fire.

A person living at No. 2 Sha Tsui Village in the Chun Wan district has reported that a small fire has occurred in the house. The fire broke out in the kitchen. The fire was caused by a servant girl accidentally allowing some sparks to ignite a quantity of grass. Damage to the extent of \$50 has been done but not to the house itself. The fire was put out by the police and some neighbours.

THE CHEUNG CHAU PIRACY.

Arrests of Alleged Pirates Made in Macao Harbour.

("Telegraph" Special Correspondent.)

Our Macao correspondent sends us two versions of the capture of some of the alleged pirates in Macao, and while there is a difference as to the number of men caught, there is no doubt of the fact that some of the men and women concerned in the outrage of last Monday week, together with jewellery supposed to be loot, have been captured by the Portuguese Police.

One version has it, that a junk was making its way through the entrance to the inner harbour when the Macao police arrested it. A number of men jumped overboard and swam off, thus making good their escape. The police opened fire on the junk and, on boarding it, succeeded in capturing a man and a woman.

A search of the vessel revealed the presence of jewellery and other articles, said to tally in description with those reported to have been stolen in the raid on Cheung Chau. These were duly taken charge of by the police who removed the goods and prisoners into safe custody there to await the usual formalities of extradition, before being handed over to the Hongkong authorities.

Something in the nature of a romance surrounds the woman who was arrested, according to the above version. It is said that she was a lover of the second in command of the pirates who was killed at Cheung Chau. How he met with his death is not quite clear, it being alleged on one hand that he was shot by a comrade, and on the other that he met his death at the hands of an Indian constable who was one of the pirates' victims.

Our Macao correspondent goes on to state that some of the pirates escaped into Chinese territory. This would not have been difficult seeing that the inner harbour is in close proximity to Beira Grande, near where the capture was effected. Beira Grande, it will be remembered, was contested for in the dispute over territorial matters between the Portuguese and Chinese authorities some years ago, and in fact was the subject of considerable controversy at a time when a delimitation commission was held in Hongkong some three years back, to settle the boundary disputes between the Portuguese and Chinese Governments.

Evidently, after taking all the circumstances into consideration, and with a desire to avoid conflict as to jurisdiction with the Chinese government, the Macao secret police did not pursue the fugitives farther than the limits of the Macao territorial waters, and the question now arises as to the steps to be taken for the capture of the bandits, who have taken shelter in Chinese territory.

The second version of the arrest states that five men and six women were captured, but apparently there is no confirmation of this news to be obtained.

It will be remembered that a day or two after the affair at Cheung Chau, Mr. Leiria, the Portuguese Consul, published a statement from His Excellency the Governor of Macao that the pirates did not take refuge in Colowan Island. At the request of His Excellency, Mr. Leiria dispatched the rumours that the pirates had entered Portuguese waters and effected a landing at Colowan, and island, which, according to the Portuguese version, belongs, as a dependency of Macao, to Portugal who exercise suzerainty over it.

Though not entering Colowan, the pirates must have made use of the outer roadstead of Macao and landed at Barra in Chinese waters, near the inner harbour, on the opposite side of which lies the large island of Lappa, over whose littoral waters, by local agreement, the government of China has control.

It develops as much, upon the Chinese government, to capture the rest of the gang, as upon the government of Macao, by whose efforts the first of the gang are now in prison. Owing to the positions of the two islands, of

Colowan and Lappa, the former miles away from Macao Harbour, and the latter within a stone's throw of the foreshore of the inner a very fine international point arises as to the extent of the Portuguese responsibility for the arrest of those who took part in the outrage at Cheung Chau.

An official communication regarding the arrest of the alleged pirates was received in the Colony last night, which is not available for publication at present.

A Likely Rumour.

There is a rumour abroad, to which, since it is a reasonable one, we give full credence, that the Government's launch, Stanley, is to be handed over to the police. It is said that she will be fitted with maxim guns for the purpose of patrolling the outer waters of the Colony.

Linking Up.

It is also stated that a scheme is afoot to connect Cheung Chau with Taipo by means of cable, and to have a signalling apparatus fitted up so that the police on Dumbell Island could signal, by night or day, to the Peak Police Station. With regard to the first suggestion, why not connect Gap Rock and Cheung Chau at small cost and in this way establish telegraphic communication with Hongkong?

Yet again, with the Peak quite often wrapped in mist, at certain seasons, would it not be wise to have signalling apparatus also on a lower level, say at Pokfulam Police Station? This would be a double safeguard, for there would be comparatively few days on which the police at Cheung Chau would be unable, by reason of fog, to signal either to the Peak or to Pokfulam.

STORE-KEEPER SENTENCED.

Theft of Wire from the P. W. D.

At the Police Court, this afternoon, a store-keeper from the P. W. D. was sent to gaol for six weeks by Mr. C. D. Melbourne for stealing a roll of wire valued at \$10.

Mr. Hodgson (assistant Crown Solicitor) prosecuted, and Mr. F. X. D'Almada defended.

ALL CREDIT TO THE DESERVING.

That Reuter's Hongkong Correspondent is a news "getter" no one will deny. The telegram from Reuter via London, announcing the very important fact that the Pirate Junk, with much of the Cheung Chau booty, has been captured by the Macao Authorities, comes as a great surprise to Hongkong. We offer our sincere congratulations to the Portuguese Authorities for the expeditious recovery of the stolen property and their victory over the Pirates.

Had the Portuguese Government but the power to instil the breath of life into the poor policemen who sacrificed their lives to duty, their victory and our joy would indeed be complete.

Our congratulations are also extended to Reuter's Hongkong Correspondent for getting possession of and passing the news on to London and the world, all unknown to Hongkong. A scoop indeed!

TYPHOON WARNINGS.

The telegram quoted below was received from the Manila Observatory by the American Consulate General at 4.30 p.m. yesterday:—

Cyclone or Typhoon W. of Northern Luzon more than 100 miles distant. Direction unknown.

Cyclone or Typhoon near over the Northern Ladrone or Mariana Islands. Developing.

The following telegram was received from the Manila Observatory at the American Consulate General, Hongkong, at 11.45 a.m. to-day:—

Manila, August 28, 1912.

Cyclone or typhoon over or near Meacosima, moving W.

Cyclone or typhoon W. of northern Luzon, more than 100 miles distant, almost stationary.

Cyclone or typhoon near or over the northern Ladrone or Mariana Islands, almost stationary.

ARMS CASE.

Alleged Unlawful Possession of Pistol and Much Ammunition.

At the Police Court, this morning, before Mr. J. R. Wood, a deformed Chinese was charged with being in unlawful possession of an automatic pistol and 2,000 rounds of ammunition.

A detective said that he found the arms and ammunition under the staircase of a house in Lower Lascar Row. Defendant was the only man on the floor.

Mr. F. X. D'Almada (defending):—Did you ask the defendant any questions?

Witness:—Yes, I asked him how many lived there.

What did defendant reply to you?—He said six or seven others.

Did you ask him whether these arms and ammunition belonged to him?—I asked him and he said they did not.

Did he tell you anything further?—No, Sir.

Did he tell you he came here to cure himself?—No.

Was he lying on the bed? No, setting on the bed.

Mr. Wood (to Inspector Sullivan):—Are you in charge of this case?—Yes.

Have you made any enquiries as to who is in charge of the floor?—No.

Why not? I think enquiries ought to be made.

Mr. D'Almada:—He is on bail.

Mr. Wood:—I will remand the case. Can you make it 9.15 a.m. to-morrow, Mr. D'Almada? I may not be sitting in the morning. Mr. Irving may come back.

Mr. D'Almada:—Yes.

Mr. Wood:—Remanded until to-morrow morning, 9.15, bail \$250.

MARINE COURT.

This morning, at the Marine Court, before Commander O. W. Bookwith, R.N., P. C. Evans charged Ip Shing, a boatwoman, with unlawfully being in Causeway Bay without the special permission of the Harbour Master on August 27.

Defendant pleaded guilty, but urged that there was not enough water for her to go alongside and discharge the cargo.

The magistrate pointed out that it was 10.30 p.m. when the police found the boat at anchor in the refuge. It was then at the top of high water.

Defendant was fined \$10.

L. S. Spencer charged Fung Man He and Tang Man Yau, masters of fishing junks, with failing to exhibit lights on board their craft between sunset and sunrise while lying at anchor in Aberdeen Harbour on Aug. 27.

The defendants pleaded guilty and were each fined \$5.

THE LATE DR. GRIFFITH JOHN.

The remains of the late Dr. Griffith John were conveyed on the 29th ult. from London to Swansea, where he was born 81 years ago, and the funeral took place there in the afternoon. An inscription on the name plate of the coffin bears testimony to the fact that he was "a good soldier of Jesus Christ." Amongst those who travelled with the body from Paddington were Sir Albert Spicer, Dr. Wardlaw Thompson, the Rev. Dr. Johnson (foreign secretary of the London Missionary Society), the Rev. Arthur Bonsey (now senior missionary at Hankow), Mr. Griffith John (grandson), Mr. Morgan John (cousin), and Mr. Ivor John.

Bequest to the China Inland Mission.

Mr. James Ewing Mathieson, of Ladbroke-grove, Notting Hill, W., who died on June 30, aged 83, left estate valued at £23,351 gross, with net personality £23,053. Mr. Mathieson left £1,000 to the China Inland Mission.

China Merchant's Will.

Mr. Emil Seligmann, of Shanghai House, Botolph-clause, Eastcheap, E.C., wholesale tea, coffee, and opium merchant, and export rum merchant, formerly a bank manager in China, who died June 9 last, aged 74 years, left estate of the gross value of £122,741, of which the net personality has been valued at £122,247.

NOTES AND COMMENTS.

An Ugly Blot.

Mr. Pollock's letter in to-day's issue is not one which will make Hongkong people proud of the management of certain of the Colony's affairs. Things are coming to a pretty pass when a private citizen, who has suffered from the attentions of a burglar, has to call for a meeting with other sufferers in order to decide whether any, and what, measures can be taken to have the burglary scandal removed. It must be a rib-shaking jest for outsiders to find that the police are so impotent that outraged householders are forced, in desperation, to take the matter in hand themselves. But it is no jest for Hongkong people. It is an ugly blot on the records of the Colony.

The Pirates.

Reuter's message, to-day, to the effect that the Macao police have captured a junk which had the Dumb-bell Island booty on board comes as a very cheering supplement to yesterday's wire, which spoke of Portugal's intentions as regards the pirates. It will be a poor tale if, between them, Hongkong and Macao cannot rout out such pests and make an end of them, once and for all. And it is to be hoped that, when the time comes for dealing with any of these gentry who may be captured in British waters, those responsible for meeting out punishment will not be satisfied with any kid-gloved or nursery methods. People of the pirate stamp, who do not hesitate to take human life, are not to be frightened merely by terms of imprisonment. We further hope that China will think well to bear her share in the extermination, seeing that the Canton delta appears to be a favourite haven of refuge for these marauders.

Festival Observance.

From his proclamation prohibiting the observance of the customary features of the "Spirit Festival" (which fell due yesterday), the Commissioner of Police at Canton would appear to be a man of little sentiment. He coldly points out that the burning of the much-loved joss-stick and the joss paper is not only a waste of money, but is liable to cause fires, while the habit of throwing "cash" into the streets, ostensibly to enrich the dead, only encourages young rascals in snatching and thieving, and also, incidentally, results in obstruction of traffic. There is common-sense in these statements, but, all the same, it would be a thousand pities if the adoption of Republicanism in China were to synchroonise with the total abolition of all pretty rites and customs which have no utilitarian features to recommend them to materially-minded folk. We imagine, however, that it will take a good many proclamations ere the people cease celebrating the old festivals. At any rate, yesterday's was duly observed by Hongkong Chinese.

Suggested Lantern Carrying.

A suggestion has been made to us that the disused ordinance, which made all Chinese carry a pass and lanterns after dark, should be revived, if the epidemic of house-breaking and burglary continues. The value of such a regulation is very apparent, and especially would it be useful in such a district as the Peak. The light of a lantern can be seen some way off at night, and a constable who loses sight of a man in a few yards meantime could keep him under observation for quite a time if he carried a lantern. The question is, however, whether the proposed reviving of such an old measure would not raise more din and dust than it was worth. What is wanted is to capture the rascals who are abroad, and let us hope that can be done with out penalising decent Chinese. But, if need be, let us bring into force the old though hated Ordinance.

PHILIPPINE VETERINARY GOES TO FORMOSA.

The acting Governor General of the Philippines has given authority to the director of agriculture to send Dr. A. B. Ward, chief veterinarian of the bureau, to the island of study rinderpest conditions in that country and the methods employed by the Japanese government in combating the disease.

THUNDER-STRUCK.

Planter Visiting Hongkong
Relates Weird Experience.

Mr. J. de la Mothe, a planter of considerable experience in America, Borneo and the F.M.S., is paying a short visit to the Colony. His name will be remembered by some readers as that of the Englishman who had so remarkable an escape from death in the great thunder-storm which swept over the whole of Penak some time since. It was concerning this escape that a "Telegraph" representative questioned him yesterday.

"I was assistant manager of Bikam Rubber Estate at the time," said Mr. de la Mothe. "When the storm first threatened, I was walking across to the house which I shared with Mr. Creswell, the manager. There was a brisk shower, but nothing to hint that anything unusual was on the way. But, soon after I reached the house, the wind rose to a full gale. I was talking with Mr. Creswell, and had just stretched myself in a long chair, when the whole sky became illuminated with green light. It would be impossible to speak of the lightning as coming in flashes; to us there seemed to be no conceivable break between any two of these; only one prolonged, quivering glare. For a minute after its cessation I could see nothing, so dazzling was this extraordinary series of flashes. After a short interval the place was again lit up, this time the lightning being followed by the loudest thunder-clap I have ever heard. I tried to sit up, but I seemed to be glued down to the chair, and, the next moment, I lost consciousness."

A Grim Sight.

"I only recovered gradually. I remember feeling surprised to find that, instead of lying full length in the chair as I had been doing, I was sitting on its foot-rest, huddled neck and heels together. Then came the thought that I was paralysed; in other words, finished for life. I, a keen athlete! My one thought then was, 'Why couldn't it have killed me outright?'"

"Then the numb feeling began to wear off, and at last I was able to stand up and look about me. Close to me, on the floor, lay Creswell, stone dead. The lightning had pierced the hardwood roof and the current had passed through him from head to heel. In other places the roof had been quite shattered and bits of wood, one weighing twenty pounds, lay near my chair. I had staggered out to seek assistance when a boy called to me to 'look.' On the concrete lay our Chinese clerk, already past help, his head literally battered in by the force with which he had been thrown to the ground. The lightning-stroke had had a peculiar effect on his face; for the whole skin of it was marked with just such a tracery as you see on a frosted pane."

Some Practical Views on Synthetic.

Mr. de la Mothe is a planter of fifteen years' standing; he has grown cotton, nutmegs, kola nuts, coffee; was for six years manager of the most paying cocoa estate in the West Indies, and is one of the very few rubber men in the East who have worked on the Amazon and have seen the Hevea Brasiliensis growing in its natural state. On being asked his opinion on the "synthetic" question he spoke very positively.

"It is bound to come," he said. "The average man who has put his money into rubber-estates pooh-poohs the idea because he doesn't want to know the truth, or won't admit that he's frightened. Successful business in synthetic rubber is only a question of time, and, in my opinion, a very short time at that. There are more really 'number-one' men at the game than people imagine; and, before very long, these will solve the difficulty of producing the substance in a satisfactory and quite cheap form. There was a time when the idea of artificial indigo made planters smile; yet where is there a more profitable industry to-day? In the same manner, men scoffed when the possibility of extracting sugar from beet-root was first discussed. Realised that synthetic is coming along—very soon."

SANITARY BOARD.

The Pokfulam Catchment Area.

A meeting of the Sanitary Board was held yesterday afternoon at the offices of the Board, when the Head of the Sanitary Department, Mr. E. D. O. Wolfe, presided. There were also present Col. Irwin, Hon. Mr. E. R. Hallifax, Dr. Fitzwilliams, Messrs. W. L. Carter, F. B. L. Bowley, Chan Kai-ming, Dr. W. F. Clark, M.O.H., Dr. Pearse, Assist. M.O.H., and the secretary, Mr. Bowen Rowlands.

The first business of the meeting was a letter from the Government relative to the granting of permits for obtaining building materials and turf from the Pokfulam Catchment Area.

The president said he would be glad to hear if any member wished to make any remark on the letter received from the Government. He did not know whether in his second minute, Dr. Fitzwilliams meant, that it was now proposed to build within the area, or whether it was proposed to take building material from the area. If the permits were granted, it would mean that people would be allowed to go within the catchment area and get building material. He was not aware that the Government were allowing any building to be put up.

Perhaps Overstated. Dr. Fitzwilliams:—I tried to put the matter as shortly as I could in the minutes. I feel sure the Government cannot have had the matter put to them by their advisers in a suitably strong light, and possibly in putting this so shortly I may have overstated the matter in the first case in which I state it is for financial reasons that it has not been done away with. I think this has never been stated in so many words before, but it runs through the answers to recommendations by the board. I have not had very long to look up this paper and I would rather the whole of the discussion was referred back for another meeting.

The President thought there would be no objection to letting the question stand over so that members could have an opportunity of considering it. Mr. Bowley:—I suggest that if the discussion is to stand over, it would be much better if we had some further information as to the number of permits now current and the objects for which they were issued, and the revenue gained from the issue of such permits.

Details of the Permits. The President gave details of the permits. He believed there were twelve in all issued, covering work on the Peak Hotel extension, the new road to Plantation Road, which was now finished, two permits for Mount Austin, two for obtaining stone for the training of nullahs, for the Peak Club extension, and for obtaining stone and red earth.

Mr. Bowley:—May I suggest that the information you have just given us be circulated for the next meeting? The President:—Yes, certainly. He continued that the Government were deriving no revenue from the issue of permits. The matter was allowed to stand over.

The report of the Select Committee, appointed to consider the minute by the President of the Sanitary Board relative to the proposed Departmental Scavenging Scheme for the City of Victoria, was adopted by the Board on the motion of Mr. Bowley, seconded by Mr. W. L. Carter.

Training of Nullahs. Dealing with the report of the committee appointed to consider the recommendations for the training of nullahs, the president remarked that it had always been usual, when a select committee had been appointed, that when a report was drafted it should be signed by all the members of the committee. That had been the invariable practice, but when he drew the vice-president's attention to the fact, he differed with the speaker. Mr. Bowley had also previously expressed the view that the report should be signed by all the members. He took it that, when member wished to sign they were at liberty to do so. On his proposition the report was referred back for further consideration and signature. Correspondence relative to the cleaning operations in the Euro-

pean reservation and the whole of Health District No. 3 was read.

The president said the idea was on certain occasions during the plague epidemic they were asked to deal with rats and dirt in big blocks of buildings in the centre of the city and it became obvious that the yards in connection with large buildings did not receive the attention which they should. It was now proposed that house cleansing operations should be extended to the back premises. He proposed that they be extended to the European reservations and the whole of Health Districts Nos. 3 and 10. Such operations to be confined to exclude the actual offices and living premises in the case of domestic buildings. On Mr. Bowley seconding, the proposition was carried unanimously.

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph"]

To the Editor of the "Hongkong Telegraph."

MR. H. E. POLLOCK CALLS FOR ACTION.

Sir,—I should be much obliged if those Peak Residents, whose houses have been entered by thieves during the past few months, would kindly meet me privately at my Office, 5 Queen's Road Central, to-morrow, Thursday, morning, at 12.30, with a view to concerted action being taken for the improvement of the present state of affairs.

I take this opportunity of warning householders at the Peak that, under present Police arrangements, they cannot safely keep silver articles or portable valuables in their houses, and more especially in their bedrooms, unless they are prepared to defy the heat and to sleep with the venetians or windows of their bedroom closed, or else to put up a grille or some netting in the framework of those outside windows which they intend to leave open at night.

Yours faithfully,
H. E. Pollock.
Hongkong 28 August, 1912.

HONGKONG AND SHANGHAI BANK.

An application was made to the Consistory Court on 1st inst. by the Rev. Canon G. O. Bell, the rector, and the churchwardens of St. Michael's, Cornhill, for a faculty to effect certain alterations in St. Michael's-alley.

Mr. F. G. Underlay was counsel for the petitioners, and explained that St. Michael's-alley was a public thoroughfare which was formerly included in the churchyard of the parish. The Hongkong and Shanghai Bank were proposing to build certain premises in St. Michael's-alley, and they asked permission to make an opening in the eastern boundary wall to be used solely as a means of ingress and egress to and from the new premises. For this they were willing to pay £1,500, of which £500 was to be handed to the churchwardens for parochial purposes and £1,000 to the rector towards a scheme for a new rectory house. There would be no general thoroughfare, consequent on this new arrangement, between St. Michael's-alley and Gracechurch-street. It would be simply devoted to the bank and its business.

The Chancellor said he should willingly grant the faculty, as the arrangement seemed a desirable and satisfactory one. The narrow boundary wall was of no use to the church, and it was fortunate that for the privilege of having an entrance made in it the bank were willing to pay the sum of £1,500.

The Trade Mark Case. In the trade mark case yesterday before Mr. Justice Gompertz, Mr. Eldon Potter for the respondents urged that the applicants, represented by Mr. O. G. Alabaster, had failed to make out their case. He submitted several points for His Lordship's ruling, and the case has been adjourned until Monday next, when a decision on these points will be given. We understand that should the result be in favour of the respondents, the case will be finished and no further evidence will be called. Yesterday was the fifth day of hearing.

PEAK ROBBERIES.

Captain Badeley's House Entered.

We were informed yesterday afternoon that the house of Captain Superintendent of Police, F. J. Badoley was entered by robbers, and that a watch belonging to the acting Police Magistrate, Mr. J. R. Wood, had been taken from the dressing-table.

Captain Badoley's house adjoins that of Mr. Barlow and is opposite to that of Mr. Pollock. Both of these gentlemen, as reported yesterday, had unwelcome visits, and it was generally believed that this accounted for the rumour that Captain Badoley's house had been entered. We gave no credence to the rumour and withheld the story, which has since been confirmed.

MOTOR CARS.

The Public Works Department is now busily engaged erecting "Sign Posts," a guide to Motorists as to the proper regulation of the speed of motors. The signs are made of iron, are of two kinds, and painted red; the V or half diamond indicates that the car must proceed slowly and with due caution, the double V or diamond may be interpreted as an order to go "dead slow." These signs will be found at all danger points along roads in the Colony open to use by motors. Two of the new prohibited roads, will (we learn) in a few days be again open for motor traffic. These two roads are Jubilee Road and Caine Road.

APPLICATION FOR BAIL.

Mr. Lewis, of Messrs. Johnson Stokes and Master, made an application for bail for two men who are in custody on a charge of coining, at the Police Court this afternoon. He told Mr. Melbourne that the case was remanded a week ago formally until yesterday, and for hearing this morning. When he got to the Court this morning, he found that the case had come up yesterday and was remanded, without notice being given to him, for a further week. He stated that it was not the practice of solicitors to appear on the formal remand. Mr. Melbourne said that Mr. Irving would be sitting to-morrow probably, and he would deal with the case. If he did not sit he (Mr. Melbourne) would take it.

Mr. Lewis said he had an objection to his people being kept in the goal without any chance of bail when there was nothing to prevent the police from going on.

KAYING COAL FIELD.

That there is a considerable quantity of coal in the hills in Kaying sub-prefecture has been known to the natives for many years. However, beyond a few surface workings, no attempt has been made to mine.

It is now reported in the native papers that, some time since, certain of the gentry and merchants of Paokan, Kaying, filed an application to work these mines in a modern manner. The head of the prefectural industrial bureau was instructed by the executive to make a "survey," by which is meant apparently a surface survey, to determine the ownership of the land on which workings would be located, but he returned from the fields without accomplishing anything beyond compiling a list of men, presumably landholders, who objected to the proposed workings. He then notified these obstructionists that he had appointed two deputies to make the survey, and that it would be carried out on April 28. The deputies, however, without giving the obstructionists a chance to appear. This makes it doubtful if any progress can be made with this scheme in the face of local opposition.

The principal commercial difficulty in working these mines is in the lack of adequate transportation facilities. At present water transport for small boats drawing not over eighteen inches is available to within some few miles. The district does not lie far, however, from the proposed route of the Canton-Hankow trunk line, and should this undertaking mature, a short spur line might be built to the field. —Canton Press.

LAW LIST.

Original Jurisdiction.

Before the Chief Justice, Mr. W. Rees Davies, K.C.

Monday, Sept. 2. Hung Kwai Ching v. Lo Sat Po.

Thursday, Sept. 5. Kwok Sin Lan v. Kan Yung Cho.

Tuesday, Sept. 10. Choo Yin Chu and anr. v. Tso Sin Ip.

Before Mr. Justice Gompertz.

The Lam Fat Shing firm v. The Wo Lee firm.

Summary Court.

Before the Puisne Judge Mr. Justice Gompertz.

Monday, Sept. 2. —Wong Ki v. Chung Hing Kung Sze. Wai Sang Hong v. Fung Sang Nam and the Wah Fung Firm.

Tuesday, Sept. 3. Yuo Shun Som v. Wong Pak Luen.

Wednesday, Sept. 4. Noor Din v. Imam Din.

Liu Fuk Tin v. Pang Sifang Koa.

DON'T FORGET.

To-day.

Bandmann Opera Co., Theatre Royal.

Thursday, Aug. 20.

Property Sale, Mr. G. P. Lam-mert.

Bandmann Opera Co., Theatre Royal.

Civil Service Cricket Club annual meeting, 6 p.m.

Friday, Aug. 30.

Crown Land Sale, P. W. D. 2.30.

Property Sale, Messrs. Hughes and Hough, noon.

Saturday, Aug. 31.

Aquatic Fete V.R.C., 9 p.m.

Meeting of Creditors Oriental Brewery.

To-day's Advertisement

G. NOTICE.

IT IS HEREBY NOTIFIED that the Government are prepared to let on lease in offices certain rooms on the top floor of the New Government Buildings.

Full particulars as to the terms of lease may be obtained on application at the Office of the Public Works Department.

W. CHATHAM,
Director of Public Works,
Public Works Office,
Hongkong, 28th Aug., 1912. [622]

NOTICE.

ON SATURDAY, the 31st inst., being the birthday of Her Majesty the Queen of the Netherlands, the Acting Consul General will be "At Home" at the Netherlands Consulate General from 11 a.m. to 12.30 p.m. Hongkong, 28th Aug., 1912. [621]

WING TAI LOONG.

SHANTUNG.

CHEFOO SILK FOR SALE.

VARIOUS, SELECTED, FINEST QUALITY.

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"O. J. D. AHLERS"

Captain Friebois, having arrived, consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional goods will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 3rd prox. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex a.s. "August" from Stettin.

"Barao" "Berdeux."

"Kong Sigurd" from Christiania.

"Faro" from Seibel.

"Sonck" from Oporto.

HAMBURG-AMERIKA LINE
Hankow Office
Shanghai 28th Aug. 1912. [11]

DAIRY FARM
NEWS.

Dining out this evening. Bridge? No; Poker. That means a late night? Yes, and a thirsty morning! and KIPPERED HERRING for breakfast AND an excuse for a cocktail or two at eleven.

August 12, 1912.

HUMPHREY, TAYLOR & CO.

DISTILL BETTER LIQUEURS IN ENGLAND THAN CAN BE MADE ABROAD.

HUMPHREY, TAYLOR'S LIQUEURS ARE NOW BEING supplied to H. M. the King.

Their STARBOARD LIGHT (Peppermint) and PRICOTA are world-famous.

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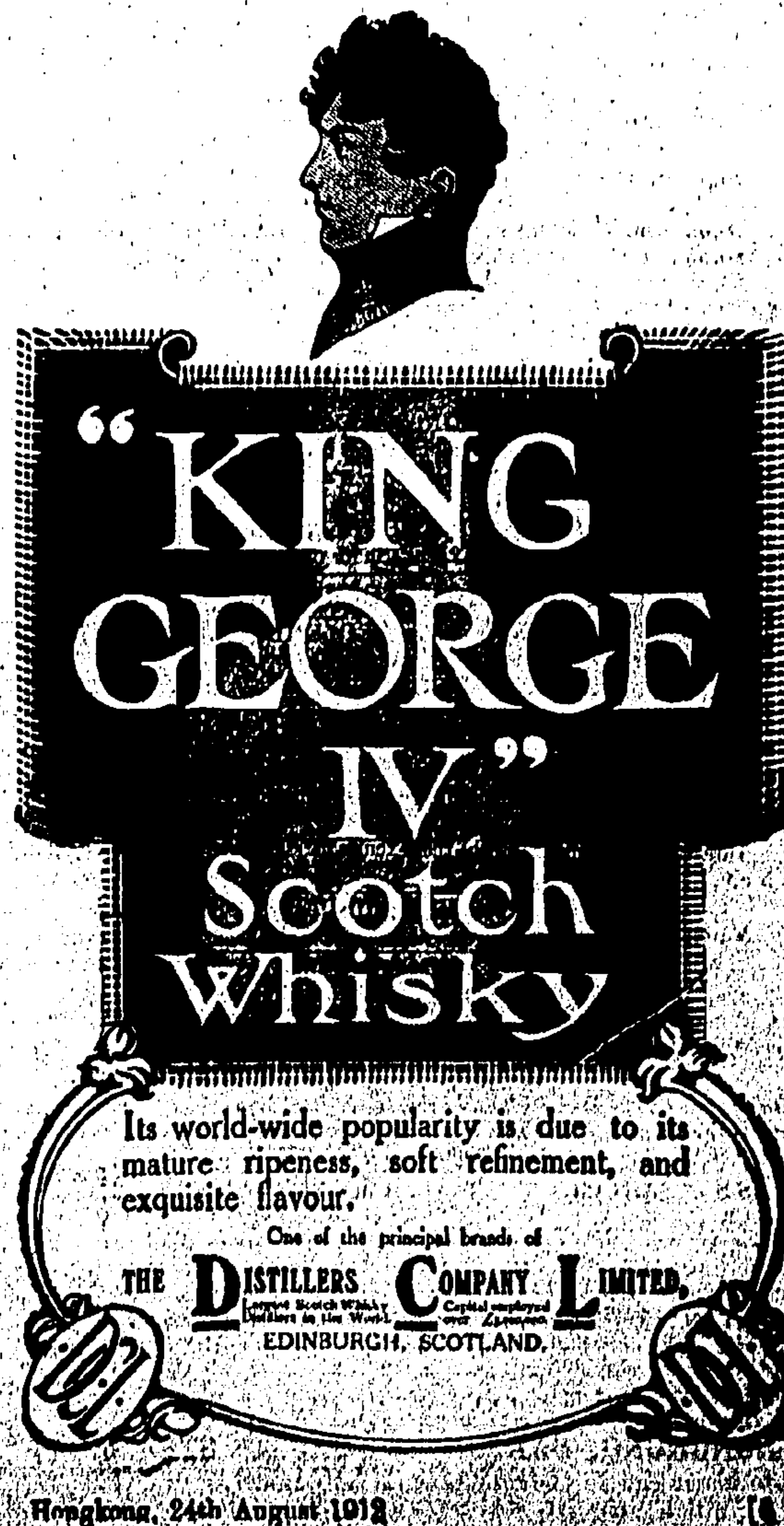
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repair of boilers and hulls, welding of cracks.
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Welding of broken pieces of any kind of metal.
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Hongkong, 24th August 1912.

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"EMERALD LINE."

Sailings from Hongkong and Quebec.

"E. of Japan"	Satur. Sept. 14	"Allan Line"	Fri. Oct. 11
"Montevideo"	Oct. 5	"E. of Ireland"	Nov. 1
"E. of India"	Oct. 26	"Allan Line"	Nov. 22

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INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

Destination	Steamers	Sailing Dates
SHANGHAI, KOBE & MOJI	NAMSANG	Saturday, 31st Aug., Noon.
SINGAPORE, PENANG & CA CUTTA	FOOKSANG	Saturday, 31st Aug., Noon.
MANILA	YUBENSANG	Saturday, 31st Aug., 2 P.M.
SHANGHAI, NINGPO, HANGSANG	SHANGHAI	Sunday, 1st Sept., 11 A.M.
TIENTSIN, CHEONGSHING	SHANGHAI	Monday, 2nd Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	LAISANG	Wednesday, 4th Sept., Noon.
MANILA	LOONGSANG	Saturday, 7th Sept., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamer "Kut-ang" and "Namsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laishang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingwangtao.
Taking Cargo on Through Bills of Lading to Kaitai, Lahad Dair, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215. General Managers.

"SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

For	Steamers	Date of Departure
SHANGHAI, N'SAKI, KOBE & YOKOHAMA	DEN OF CLAMIS	About 5th Sept.
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	1st Oct.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.
AGENTS. [94]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

Destination	Steamers	Date of Departure
HONGKONG TO CANTON	CANTON TO HONGKONG	WEDNESDAY, 28th AUGUST.
10.00 p.m. "KINSHAN"	5.00 p.m. "PATSHAN"	THURSDAY, 29th AUGUST.
8.00 a.m. "HONAM"	8.00 a.m. "HEUNGSHAN"	10.00 p.m. "PATSHAN"
10.00 p.m. "PATSHAN"	5.00 p.m. "KINSHAN"	

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAL" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY, 1st SEPTEMBER.
The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri. at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM" 588 Tons, and "NANNING" 589 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "MANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED
HOTEL WARRIONS (FIRST FLOOR)
Opposite the Blake Pier. [95]

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers	Sailing Dates
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	MISHIMA MARU, Capt. A. E. Moses, T. 16,000 KAGA MARU, Capt. Tabusa, T. 12,500	WEDNESDAY, 28th Aug., at Daylight. WEDNESDAY, 11th Sept., at Daylight.
YOKOHAMA, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	SHINABA MARU, Capt. S. Tomimaga, T. 12,500 SHIMIZUOKA MARU, Capt. Inazawa, T. 12,500	TUESDAY, 27th Aug., at 4 P.M. TUESDAY, 10th Sept., at 4 P.M.
YOKOHAMA, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	NIKKO MARU, Capt. M. Yagi, T. 9,600 KUMANO MARU, Capt. M. Winkler, T. 9,600	FRIDAY, 30th Aug., at Noon. FRIDAY, 27th Sept., at Noon.
YOKOHAMA, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	HITACHI MARU, Capt. Yamawaki, T. 18,000	MONDAY, 2nd Sept., at 11 A.M.
HONGKONG, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	BOMBAY MARU, Capt. Noguchi, T. 5,000	MONDAY, 2nd September.
YOKOHAMA, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	KUMANO MARU, Capt. M. Winkler, T. 9,600	WEDNESDAY, 28th Aug., at Noon.
YOKOHAMA, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	YOKOHAMA MARU, Capt. N. Nolega, T. 12,500	WEDNESDAY, 28th August.

* Fitted with new system of wireless telegraphy.
Cargo only.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG:

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Destination	Steamers	Sailing Dates
YOKOHAMA	Return.	1st class \$135, 2nd class \$81
Kobe	Return.	\$122, \$75
Moji	Return.	\$109, \$65
Nagasaki	Return.	\$95, \$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone Nos. 223 & 1241.
T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"CHINHUA"	29th Aug. 4 P.M.
NINGPO & SHANGHAI	"HUPEH"	31st " 4 P.M.
WEIHAIWEI & TIENTSIN	"KUBICHO"	31st " 4 P.M.
SHANGHAI	"ANHUI"	31st " 4 P.M.
HAIPHONG	"SINGAN"	1st Sept. 11 A.M.
MANILA, CEBU & ILOILO	"TAMING"	3rd " 4 P.M.
SHANGHAI	"CHENAN"	5th " 4 P.M.
SHANGHAI	"LINAN"	7th " 4 P.M.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

"CHANGSHA" 30th Aug. Noon.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Saloons. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE—Twin Screw Steamers "Tan" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, alt. Saloon accommodation of a.s. "Kallong" is situated on deck, alt. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Aha, Ohsan, Lian, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Saloons. Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves. Money Box at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wootung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG
Sailing on alternate Wednesdays.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Telephone Nos. 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
Hongkong, 27th August, 1912.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	MONDAY, 2nd Sept., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 7th Sept., 4 P.M.

For Freight or Passage apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS
Hongkong 26th August, 1912. [14]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Shiwoong	JAVA	2nd half Aug.	JAPAN	1st half Sept.
Shiwoong	SHANGHAI	1st half Sept.	JAVA	1st half Sept.
Shiwoong	JAVA	1st half Sept.	SHANGHAI	1st half Sept.
Shiwoong	JAPAN	1st half Sept.	JAVA	2nd half Sept.
Shiwoong	JAVA	2nd half Sept.	JAPAN	2nd half Sept.
Shiwoong	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Shiwoong	JAVA	1st half Oct.	JAPAN	1st half Oct.
Shiwoong	JAPAN	1st half Oct.	SHANGHAI	1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo all Ports in Netherlands-India on through 12/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Building. Telephone No. 375. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000	H. S. Smith	Sept. 10th, Noon.
S.S. "Chiyō Maru"	11,000	W. W. Greene	Oct. 8th, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Oct. 29th, Noon.
S.S. "Tanyō Maru"	21,000	E. Bent	Nov. 5th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Shinyo Maru" will be despatched for SAN FRANCISCO via KEELING, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 10th Sept., at Noon.

INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Steamer	Tons	Date of Sailing
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 8, Noon.
Kiyō Maru	17,500	Saturday, February 1, 1913.

For Further Particulars as to Passage and Freight, apply to
[13] **S. MORIMOTO, Agent.**
(KING'S BUILDING Opposite Blake Pier)

Going Home?

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the **PACIFIC MAIL S.S. CO.**

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for opulence under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £48 to London (return ticket £74) and to San Francisco & 25 SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:
• Persia 9,000 Tons Starting Aug. 27th, at 1 p.m.
• Korea 18,000 " " Sept. 3rd, at 1 p.m.
• Siberia 18,000 " " Sept. 17th, at 1 p.m.
• China 10,300 " " Sept. 24th, at 1 p.m.
• Manchuria 27,000 " " Oct. 1st, at 1 p.m.
• Nile 11,000 " " Oct. 15th, at 1 p.m.

• Intermediate Steamers.
LET US PLAN AN ITINERARY FOR YOU
King's Building (Opp. Blake Pier) FRSD. J. HALTON, Telephone No. 141
Hongkong, 1st August, 1912. Agent. [569]

WING KEE & CO. 47-49, Colonnade Rd. SHIPOHANDLERS.

PROVISION & COAL MERCHANTS.

MEERHARTS.

MEERHARTS.

MEERHARTS.

MEERHARTS.

MEERHARTS.

MEERHARTS.

LOG BOOK.

New Boarding Officer for Penang.

A new boarding Officer has been appointed for Penang to take the place of Mr. J. J. Melly, 2nd boarding officer, who has had to retire in consequence of ill-health. The new officer arrived from Singapore on the 19th inst.

Nagasaki's Monster Crane.
The crane that is being built to be planted at the Mitsui Bishi Shipbuilding Engine Works, Nagasaki, will, it is said, be the largest in the world. It has a length of 800 ft., breadth of 116, and a height of 130. It will be finished next month.

Owing to the continuance of the seamen's strike in Marseilles, the Messageries Maritimes inform the "N. China Daily News" that the departure of the Company's mail str. Sydney on July 28 from the above port did not take place. This vessel was only able to leave on the 14th instant and may be expected to arrive here on the 16th proximo. Consequently her departure from Shanghai to Europe will take place on October 4, instead of September 20.

A New Oil Carrier.
On July 2 there was launched at Willington Quay on Tyne a steel screw steamer of the following dimensions:—Length, 370 ft.; breadth, 48 ft. 2 in.; and depth moulded, 28 ft. 3 in. The vessel, which has been built to the order of the Prince Line, Limited, Newcastle-on-Tyne, is designed for the carriage of petroleum and other oils in bulk, and is built on the Isherwood patent system of longitudinal framing, and to the highest classification at Lloyd's.

The steamer is fitted with a very complete oil-pumping installation, including oil pumps of large size for working against a heavy back pressure. The machinery, which has been constructed by the Wallsend Slipway and Engineering Company, Limited, consists of engines having cylinders 25, 42 and 68 in. by 48 in. stroke, with two boilers working at a pressure of 180 lb. On leaving the ways the vessel was named Russian Prince, New "Simons" Dredger for Burma.

Messrs. Wm. Simons & Co., Ltd., of Renfrew, have launched the dredger Campbell, built to the order of the Indian Government for the improvement of the waterways in Burma. This dredger, which is of the "Simons" suction reclamation type, has been specially designed and constructed under the direction of Professor J. H. Biles, naval architect and consulting engineer to the India Office. She is a twin-screw, light draught cutter dredger, and will work in conjunction with a floating pipeline and terminal pontoon, arranged for delivering dredged material over river or canal banks for land reclamation. The dredging pump is driven by an independent set of triple expansion engines and the suction pipe is carried on a frame fitted in a well at the fore part of the vessel. The lower end of the suction frame is fitted with a steel spiral rotary cutter, driven by cast steel machine-out gearing from a set of horizontal compound engines placed on deck. The gearing and cutter are of ample strength to stall the engines when working at full power. Independent steam hoist gear is provided for controlling the suction frame, and very powerful manœuvring winches are placed at each end of the vessel. An operating house is provided on the upper deck, containing levers and telegraphs giving one man complete control of the dredging operations. The dredger is propelled by twin screws, each driven by a set of triple expansion engines. Steam is supplied by two cylindrical multitubular boilers, constructed to Lloyd's requirements for a working pressure of 160 lbs. The boilers are fitted with Howden's forced draught for burning Indian fuel. Condensing plant, capable of dealing with exhaust steam from all the engines at one time, independent automatic feed pumps, bilge, service, and pressure pumps, filters and all other auxiliaries usual for a vessel of this type are provided in the engine-room. There is also, says the "Rangoon Times," a repair shop, with electrically-driven machine tools, capable of undertaking minor repairs. Electric light installation and every accommodation required for a vessel of this type is provided.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."
EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:
OUTWARD. HOMEWARD.

For Shanghai, Kobe & Yokohama:
"O. J. D. AHLERS" 28 Aug.
"C. F. LAEISZ" 15th Sept.
"ARCADIA" 24th Sept.
"SCANDIA" 10th Oct.
For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Shanghai, India (P. & O.)	
Shanghai, China	
Shanghai, Australia	
Sourabaya, Petchaburi	
Macao, Sui Tai	

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Singapore, Palma	
Shanghai, Anshui	
Sin Fran, etc., Shingyo-maru	
Moji, Ito	

LOG BOOK.

Mammoth Steamers for Allan
Line.

That the two Leviathans of the deep recently contracted for by the Allan Steamship Company, and now under construction on the Clyde are being pushed forward to completion with all speed was the announcement made recently by Sir Montagu Allan, head of the Allan Steamship Company and banking magnate.

The new liners will be the largest passenger vessels plying the Atlantic between Liverpool and the St. Lawrence, each having a displacement of 18,000 tons. The largest boats now in operation on this route are of 14,000 tons register. The new ocean greyhounds will be the last word in ship-building, equipped with every convenience for the comfort of the travelling public. The new Allan liners will be placed in service next year.

Straits Shipping.

The annual report of the Marine Department of the Straits Settlements states that the total number of ships and tonnage entered and cleared at the ports of Singapore, Penang, Malacca, and Labuan were 60,387 and 20,028, 925 respectively, an increase of 2,355 vessels and 900,730 tons as compared with 1910. The analysis of that increase shows that the tonnage of merchant vessels went up by 657,400, if native sailing vessels and small steamers of less than 50 tons register 108,076, and of warships, etc., 135,254.

The number and tonnage of all vessels entered and cleared at Singapore during 1911, were 31,560 and 17,213,782, respectively, against 28,587 and 16,350,252 in 1910, being an increase of 2,973 vessels and 863,530 tons. Of these there were 11,533 merchant vessels above 50 tons net register with a total tonnage of 15,455,476, being an increase of 800 vessels and 620,980 tons, as compared with 1910. During the seven years, 1905-1911, the net tonnage of merchant vessels entered and cleared has increased by 2,691,102 tons.

The following countries show an increase of tonnage entered and cleared, as compared with 1910:—
Britain ... 303,397 tons
Holland ... 284,201
Japan ... 140,075
Russia ... 61,851
Siam ... 20,608
Spain ... 7,456
Denmark ... 6,480
Norway ... 2,451

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp via Singapore, &c.	Nabia	P. & O. Co.	4 Sept., about
London, via Usual Ports of Call	Assaye	P. & O. Co.	31 August, Noon
Havre, Rotterdam and Hamburg, &c.	Brigavia	H. A. L.	8 September
Havre and Hamburg, &c.	Suevia	H. A. L.	12 September
do do	O. J. D. Ahlers	H. A. L.	5 October
Havre, Bremen and Hamburg	Goldenfels	H. A. L.	4 September
Marseilles, Havre, Hamburg & Antwerp, &c.	Proussen	H. A. L.	16 September
Naples and Antwerp	Glenlogan	S. T. & Co.	14 Sept., about
Naples, Genoa, Algiers, Gibraltar, Southampton	Kleist	M. & Co.	4 September
Capo d'Orto via Mauritius	Daneric	Bank Line	10 September
Trieste, Fiume, Venice via Singapore	Vorwarts	S. W. & Co.	1 September
Trieste via Singapore, Penang, Colombo, &c.	Africa	S. W. & Co.	10 September

New York, San Francisco and Canada.

New York ...	Ambria	H. A. L.	31 August, about
New York, via Suez Canal ...	Inverclyde	S. T. & Co.	10 Sept., about
Doston and New York ...	Dacia Castle	D. & Co.	19 Sept., about
San Francisco, &c. ...	Siboria	P. M. Co.	17 September
do do ...	Chiyo Maru	T. K. K.	8 October
San Francisco via Keelung and Japan, &c.	Korea	P. M. Co.	3 October, 1 p.m.
do do do do	Shinyo Maru	T. K. K.	10 September
Mexico, Peru, Chili via Japan ...	Buyo Maru	T. K. K.	4 October
Victoria, Seattle, &c.	Shizuka Maru	T. K. K.	10 September
Victoria, B.C., & Tacoma via Keelung, &c.	Canada Maru	O. S. K.	17 Sept., 1 p.m.
Victoria, B.C., & Tacoma via Keelung & Japan	Chicago Maru	O. S. K.	3 Sept., 1 p.m.
Victoria, Vancouver, B.C., Seattle & Tacoma, &c.	Ortoric	Bank Line	17 September
Vancouver via Ports	Empress of Japan	C. P. R. Co.	14 September
do do	Monteagle	C. P. R. Co.	5 October

Australia.

Australian Ports via Manila ...	Nikko Maru	N. Y. K.	30 August, Noon
do do	Nikko Maru	N. Y. K.	30 August, Noon
do do	Prinz Sigismund	M. & Co.	7 September

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjiluwong	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
do do do	Tjitaroom	J. C. J. L.	Quick despatch
Bombay via Singapore, and Colombo	Bombay Maru	N. Y. K.	2 September
Singapore, Penang and Calcutta	Fooksang	J. M. & Co.	31 August, noon
do do do	Laisang	J. M. & Co.	4 September
Singapore, Penang and Rangoon	Muttra	J. M. & Co.	9 September
do do do	Iola	J. M. & Co.	31 August, Noon
Singapore, Penang, Rangoon and Calcutta	Junson Maru	N. Y. K.	7 September
Kudat and Sandakan	Borneo	M. & Co.	Middle of Sept.
Japan	Tijmanook	J. C. J. L.	Quick despatch
Kobe and Yokohama	Prinz Waldemar	M. & Co.	17 Sept., about
Yokohama and Kobe	Linda	J. M. & Co.	4 Sept., about
do do	Okara	J. M. & Co.	7 September
Wei-hai-wei and Tientsin	Kweichow	B. & S.	31 August
Tientsin	Cheongshing	J. M. & Co.	2 September
Manila	Yuensang	J. M. & Co.	31 August, 2 p.m.
do	Loongsang	J. M. & Co.	7 September
Manila, Cebu and Iloilo	Taming	B. & S.	3 September
Manila, Mangarin, Iloilo and Cebu	Rebi	S. T. & Co.	29 August, 4 p.m.
do do do	Zetiro	S. T. & Co.	7 September
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	30 August
do do do	Haiyang	D. L. & Co.	3 September
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	4 September
Anping via Swatow and Amoy	Sosho Maru	O. S. K.	4 September
Foochow via Swatow and Amoy	Miyajima Maru	O. S. K.	30 August
Ningpo and Shanghai	Hupel	B. & S.	30 August
Shanghai, Yokohama, Kobe and Moji	Japan	A. N. & Co.	15 Sept., about
Shanghai, Kobe, &c.	Flinshire	J. M. & Co.	1 October
Shanghai and Kobe	Ceylon Maru	N. Y. K.	9 September
Shanghai, Kobe and Moji	Namsang	J. M. & Co.	31 August, Noon
do do do	Gregory Apar.	D. S. & Co.	7 September
Shanghai, Moji, Kobe and Yokohama	Palma	P. & O. Co.	30 August, about
do do do	Namur	P. & O. Co.	5 Sept., about
Shanghai, Nagasaki, Kobe and Yokohama	Den of Glamis	J. M. & Co.	5 Sept., about
Shanghai	Tjilatjap	P. C. J. L.	Quick despatch
do	India	P. & O. Co.	29 August, about
do	C. F. Laeisz	H. A. L.	13 September
do	Arandis	H. A. L.	24 September
do	Scandia	H. A. L.	10 October
do	Chinhuu	B. & S.	29 August
do	Africa	S. W. & Co.	4 September
do	Hangsang	J. M. & Co.	1 September
do	Anhui	B. & S.	31 August
do	Chenan	B. & S.	5 September

To Sail

Hongkong - New York.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA SUEZ
CANAL.

(With liberty to call at the
Malabar Coast.)

S.S. "INVEROLYDE"
on or about 14th September, 1912.

For Freight and further information
apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 28th July, 1912. 1587

Regular Steamship Service

With Liberty to call at the
Malabar Coast.

PROPOSED SAILING FROM HONGKONG
FOR BOSTON & NEW YORK.

S.S. "MAORE" On or about 19th
CASTLE ... September.

For Freight and further information,
apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 7th Aug., 1912. 1588

To Sail

HAMBURG-AMERIKA LINIE

FOR BOSTON & NEW YORK.

THE Steamship

"AMBRIA"

Capt. W. Fasse, will be despatched as
above on or about the 31st August,
1912.

For freight apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th July, 1912. 588

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP—\$1,250,000.)

Loans on Mortgage of House Property
&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

and Office or

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Underwritten and Executed,

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1909. 589

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Siboria

left San Francisco for Hongkong via

Honolulu, the Japan ports and

Shanghai on Saturday, the 10th inst.

The P. M. S. S. Co.'s s.s. China

left San Francisco for Hongkong via

Honolulu, the Japan ports and Shang-

hai, on Saturday, the 17th inst.

The T. K. K. s.s. Tenyo Maru sailed

for H. K. and San Francisco via

Keelung, Shanghai and Japan ports

on Tuesday, the 20th inst., at noon.

The T. K. K. s.s. Chiyo Maru

arrived at San Francisco from Honolulu

on the 19th inst., and sails for Hong-

kong via usual ports of call on the

31st inst.

The F. M. S. S. Co.'s s.s. Manchuria

sailed from San Francisco for Hong-

kong via Honolulu, the Japan ports and

Manila on Friday, the 23rd inst.

AUSTRALIAN MAIL.

The E. & A. s.s. Empire left Port

Darwin on Aug. 17 for Hongkong

(via Timor and Manila).

The I. G. M. s.s. Prinz Waldemar,

left Sydney on the 24th inst., at 11 a.m.,

and may be expected here on the 16th

prox.

The T. K. K. s.s. Shinyo Maru

with U.S. Mail is expected to arrive

at this port on Thursday, the 20th

inst., at daylight.

CANADIAN MAIL.

The C. P. R. Co.'s Yokohama
Office is in receipt of a wireless message
from the R.M.S. Empress of Japan
which left Vancouver for Hongkong
on the 14th inst. This message was
despatched at midnight, 20th inst.,
when the vessel was 2,450 miles distant
from Japan, the Commander advising
all well, and that fine weather was being
experienced.

The C. P. R. Co.'s s.s. Empress of
India arrived at Shanghai on Tuesday,
the 27th inst., at 10 a.m., and left
again at 8 p.m., same day for Nagasaki
where she is due to arrive on Thursday,
the 29th inst., at 7 a.m.

The C. P. R. Co.'s s.s. Monteagle
which left here on the 3rd inst., arrived
at Vancouver, B.C., on the 24th inst.,
at 1.00 a.m.

GERMAN MAIL.

The I. G. M. s.s. Yorck, which left
here on the 26th inst., at 10 p.m., arrived
at Genoa on the 22nd inst., at 6 p.m.

The I. G. M. s.s. Goeben carrying
the German Mails with dates from
Berlin of the 7th inst., left Colombo
on Monday, the 26th inst., a.m., and
may be expected here on or about
Wednesday, the 4th prox.

The I. G. M. s.s. Lutzow which left
here on Wednesday, the 21st inst., at
1 p.m., arrived at Singapore on Mon-
day, the 26th inst., at 9 a.m.

The I. G. M. s.s. Prinz Ludwig
which left here on Friday, the 23rd
inst., at 9 a.m., arrived at Shanghai on
Monday, the 26th inst., at 7 a.m.

MERCHANT STEAMERS.

The s.s. Glenfarg passed the Suez
Canal on the 9th inst.

The T. K. K. s.s. Buyo Maru
arrived at Honolulu from Manzanillo
on the 18th inst., and is due at
Yokohama on the 4th prox.

The T. K. K. s.s. Hongkong Maru
arrived at Coronel from Valparaiso on
the 18th inst., and leaves there on her
homeward journey to Hongkong on the
28th inst.

The T. K. K. s.s. Kiyo Maru arrived
at Yokohama on the 18th inst., and
left for Honolulu on the 21st inst.

The Mogul Line s.s. Montrose, led
from United Kingdom on the 17th
inst., for Hongkong via the Straits.

The Barber Line s.s. Wray Castle
sailed from New York on the 18th
inst., for Hongkong via the Straits.

The Barber Line s.s. Saint Patrick
left New York on the 26th ult., for
Hongkong and Far East via the
Straits.

The Seang Line s.s. Glenogle left
Rangoon on the 21st inst., for
Hongkong via Penang and Singapore
and is expected to arrive here on the
2nd prox.

The I. C. S. N. Co.'s s.s. Laikang,
from Shimoda, is due at Hongkong
on the 27th inst., and leaves for Straits
and Calcutta on the 3rd prox.

The N. Y. K. s.s. Shizuka Maru,
America Line, left Kobe for this port
via Moji and Shanghai on the 23rd
inst., and is expected here on the 1st
prox.

The Swedish East Asiatic Co.'s s.s.
Japan left Port Said on the 20th inst.,
and is expected here on or about the
15th prox.

The s.s. Phuyen left Wakamatsu
for this port, and is due to arrive here
on or about the 28th inst.

The N. Y. K. s.s. Totomi Maru,
Calcutta Line, left Calcutta for this port
on the 20th inst., and is expected on the
6th prox.

The Ben Line s.s. Benlomond from
Antwerp, etc., left Singapore for this
port on the 23rd inst.

The s.s. Rubi will leave Manila on
Tuesday, the 27th inst., and is due here
on or about Friday, the 30th inst., at
daylight.

The I. C. S. N. Co.'s s.s. Cheong-
shing, from Welbaitel, is due at
Hongkong on the 30th inst., and leaves
for Tientsin on the 3rd prox.

The I. C. S. N. Co.'s s.s. Namsang,
from Singapore, is due at Hongkong on
the 29th inst., and leaves for Shanghai
and Japan on the 1st prox.

The I. C. S. N. Co.'s s.s. Yatsing,
from Calcutta, is due at Hongkong on
the 1st prox.

The Shire Line s.s. Den of Glamis
from London is due at Hongkong on
the 2nd prox. She passed Canal on
the 2nd inst.

The B. I. S. N. Co.'s s.s. Ito,
from Moji, is due at Hongkong on the
29th inst., and leaves for Straits and
Rangoon on the 31st inst.

The B. I. S. N. Co.'s s.s. Okara,
from Rangoon, is due at Hongkong on
the 7th prox., and leaves for Yokohama
and Kobe on the 9th prox.

The I. G. M. s.s. Borneo left Singa-
pore on Monday, the 27th inst., p.m.,
and may be expected here on or about
Saturday, the 31st inst., at noon.

HOTEL LISTS.

HONGKONG HOTELS.

Archdeacon, Capt.	Kruck, H.
Atkins, S. W.	Lehnert, G. F.
Bachrach, Miss S.	Lewis, A.
Bachrach, M.	Lloyd, G. T.
Barbieri, A. T.	MacIntyre, Mr. & Mrs. Neil
Barjona, G.	Maloney, Miss E.
Berlow, Miss K.	McDonald, Mrs.
Bate, E. R.	McKenny, Dr. G.
Baumont, G. A.	Marriott, Dr. O.
Bell, C. D. J.	Martell, W. B.
Bona, G. A.	Merker, H. L.
Birchough, W. H.	McDonald, Mrs.
Bowater, Major F.	M.
Brown, J. G.	W.
Brown, Mr. & Mrs.	Mohr, K. B.
S. R.	Morck, J.
Butcher, Mr. and Mrs.	Mulder, Mr. and Mrs.
Mrs. J. D. F.	
Chapman, C. B.	Mooser, L.
Chase, Mrs. P. P.	Monis, J.
Cokely, T. J.	Morton, J.
Cooper, Capt. G. G.	Oberg, E.
Cooper, W. A. J.	Papayan, S. M.
Corless, Miss G.	Pelshing, General
Crookett, J. B.	J. J. v. v. v.
Crook, Miss	Pleschington, H.
Curry, G. P.	Pringle, W. J. v. v.
Davis, C. H.	Ray, E. H.</

AMERICAN SHIP-BUILDING.

An Unusual Six Months' Work.

Announcement at the offices of the Cramp Shipbuilding Company and the New York Shipbuilding Company at Camden was made recently that the business for the last six months has exceeded all expectations. Both plants have been working at practically full capacity.

At the Cramp yards, in Kensington, the finishing touches have been placed on the Wyoming, the 26,000-ton dreadnought to be added to the United States Navy. The ship was to be given her trial cruise on the 18th of last month, and should make the 20 knots per hour she is under contract to make. The Wyoming will represent an outlay of nearly more than £1,000,000 on the part of the Government.

Otherships, either in the course of completion or construction, are four 1,000-ton torpedo-boat destroyers for the use of the navy, as well as one 800-ton torpedo-boat destroyer. In addition, the Government has four coal barges under construction, and the company is completing a 6,000-ton passenger vessel for the W. Grace Company, of New York.

At the New York Shipbuilding Company, in Camden, there are in course of construction several vessels for the United States Navy, a battleship for the Argentine Republic and a cruiser for the Chinese Republic. The battleship Arkansas, the fastest vessel of her class, which recently returned from a trial trip, in the course of which she was slightly damaged while off the coast of Rockland, Me., is lying at the yard, where the vessel is being completed. It is expected that this battleship will be turned over to the Government the latter part of this month.

Work for Foreign Governments. The time for the trial trip of the battleship Moreno, being built for the Argentine Republic, and the cruiser Fei Hung, being built for the Chinese Republic, have not as yet been fixed, but it is anticipated that they will be given their preliminary trials shortly.

In addition to the above-named vessels under construction, the army of employees are engaged at work on the torpedo-boat destroyer Jarvie, the Sumatra and Ontario, two ocean-going tugboats for the Government; the torpedo-boat destroyers Downo, El and Sagundo, the Vesta and the Socorro for the Standard Oil Company, the Gulfport for the Gulfport Refining Company, the Washington Irving, a large passenger steamboat for the Hudson River Day Line, a pontoon for the United States Government to be used at the Brooklyn Navy Yard, the Middlesex, a steamship for the Coastwise Transportation Company and the Norfolk for the same company.

A new float for the Brooklyn Terminal Company and a new float for the New York Central Railroad are also in the course of construction. Work has also been started on a large steamship for the Pacific Coastwise Steamship Company.

The company has also been awarded the contract for the construction of the big battleship Oklahoma. The plans for the big fighter have been received and the work on the laying of the keel of the battleship will start in September. The contract for the work on this ship was awarded on the eight-hour law, recently passed by Congress.

At both yards it was said that a great deal of building was being done by private firms, as well as by the Government. Foreign governments, it was declared, are doing but little building.

Wireless Efficiency in the U. S. Navy.

The American navy has begun the formation of a corps of efficient radio-operators. Under an order issued by the Acting Secretary of the Navy, the assignments of wireless operators are to be permanent, says the "Evening Post," and the men must not, except in cases of emergency, be shifted to other work. The order encourages also the temporary reassignment of radio-electricians for instructional purposes, and emphasizes the importance of giving these men every possible opportunity and encouragement to become expert in handling messages.

PRINTERS' ERRORS.

Some Amusing Slips Which Ticked Readers.

It is curious, but human we suppose, that some newspaper readers should shrink their delight when they find a typographical error and point it out to all their friends as though they had discovered some wonderful thing by means of their own supernatural cleverness. The editor and his assistants seldom hear any favourable comment on the columns of interesting news that are printed day after day comparatively free of mistakes, but slips that have escaped attention too late to be rectified are sure to be brought to notice. Recently, says the "Peking Gazette," in the account of the Kodak Gymkhana, our correspondent, writing of the Malay dinner at Alor Star, said that all present were "sitting on the floor using neither knife, fork nor spoon." Some compositor for converted "fork" into "foot" and so it appeared much to the hilarity of some Club members who spotted the misprint. That was a very small thing compared to some of the "bloopers" that come under the notice of the working journalist. Most of them are observed in proof and serve only to raise a smile or a shudder according to the temperament of the pressman. There is no harm in repeating what once appeared in the obituary of a distinguished citizen of Kingston, Jamaica, namely that "he died in the hope of a glorious immortality." And while we are on the subject, readers might be interested in the following article from a Home exchange:

Dismay, Annoyance and Wrath. The results of printers' errors may bring dismay in the basement, annoyance in the editorial department, and wrath and indignation from the writer concerned; but, they are none the less amusing for all that. A Scottish weekly, reporting the burning down of a schoolhouse, vividly described how a brave townsman gained access to a bedroom, and at once kicked out three of the widows, and then proceeded to hand out the children to the people assembled, and by that means averted loss of life. Again, the omission of a single letter completely alters the meaning of a sentence and turns a piece of news into an altogether incredible statement. According to newspaper reports, men have been found guilty of having "eaten a cabman," and of "stealing an ox out of the lady's handbag, and hiding it in a whitestock pocket."

Often, by some unhappy chance, the mistake is made in just such a manner and place as will do the most mischief. Who has not heard of the well-known temperance lecturer of whom it was reported that he had said "drunkenness is jolly," whereas he had declared that it was "folly"?

Irish! Perhaps the most egregious mistake of this nature made recently was that perpetrated in the course of a leading article which stated that the "people of this island, the English, the Scots and the Welsh, will be restored to a large measure of self-government by Irish Home Rule." An error which set many a chuckling! An absurd mistake, it is that found in a second-hand bookeller's catalogue, in which he avers that among his stock are the "immortal works" of Milton.

But such errors are sometimes suspiciously germane to the matter. One can hardly believe it was through pure accident that a West Country journal started its readers with the news that a tank engine had run over a cow and cut it miraculously into "calves." And it was, without a doubt, a bachelor compositor who, in getting up the toast, "Woman, without her, man would be a savage," put the comma in the wrong place, and made the sentence read, "Woman without her man, would be a savage."

Misreporting. Misreporting is sometimes to blame for many of these blunders. The editor of a certain now famous evening paper could hardly have found increased confidence in a member of his reporting staff, when the subordinate caused his journal to state that a prisoner has been sentenced to "four

months' imprisonment in the House of Commons." A Savannah newspaperman ended his account of a city banquet with the frank admission, "It is not distinctly remembered by anyone present who made the last speech."

It certainly is, to say the least of it, annoying to the speaker or writer possessed of any degree of sensitiveness, when he finds his plainest statements, or it may be his most carefully prepared flights of fancy, turned into nonsense by the misreading of a word. A Scotch divine, and one of His Majesty's Chaplains, not so long ago was reported as saying that he "personally violated the Lord's Day as much as any member of the Church." "Venorated" was the word actually used by the reverend gentleman.

A freakish mistake was made in the report of a speech by Sir Arthur Quiller-Couch during the last election. In the course of a speech on his native heath, to wit at Fowey, "Q" referred to a speech by Sir Reginald Pole-Carew, M.P., and to an "efflux of words" on the part of Sir Reginald, which was often traceable as "no-whither." How the "comp." came to make the words "no-whither" read "to whisky" is best left to the imagination of those whose caligraphy forces somewhat badly under the eyes of the hurried typesetter.

The most added misprint the writer has seen was that in a newspaper report which stated that "the crowd rent the air with their snouts."

CHINA WAR VETERAN'S DEATH.

The death has just occurred in Switzerland, in his 84th year, of Mr. George Pearce-Sorocold, says the "Times."

Mr. Pearce-Sorocold, who left Eton when 13 years old to join the Navy, sailed with the last of Nelson's captains, Sir William Parker. Sir William was the Commander-in-Chief of the Fleet in the first China War and flew his flag in the Cornwallis. After the storming and capture of Ching Kiang Foo peace was made by the Treaty of Nanking, which was signed on August 20, 1842, on board the Cornwallis. Mr. Pearce-Sorocold, as the youngest "midship" in the Fleet, carried the Treaty to be signed on a silver salver. During the war a mandarin of high rank, having been captured and brought on board the Cornwallis, committed suicide in a curious manner. He pretended to have an enormous appetite for ship's biscuits, with which he was readily supplied by the unsuspecting midshipman. He then drank a quantity of water and almost immediately died.

Leaving the Navy in 1852, Mr. Pearce-Sorocold joined the late Sir Robert Mackenzie in a sheep station near Rockhampton, Queensland, where he lived for upwards of ten years and gave his name to Mount Serocold in Central Queensland.

BRAZILIAN RUBBER INDUSTRY.

A decree containing regulations made by the Minister of Agriculture for the protection of the rubber industry was issued recently. The regulations provide for a reduction in the cost of material and tools, for prizes to be given to rubber growers, and for the establishment of experimental farms and of rubber factories in Brazil. Further inducements are to be offered to immigrants, and it is proposed to erect hospitals in the Amazon Valley to serve as a nucleus of agricultural colonies which are to be founded. It is also intended to reduce freights on the Amazon river, to improve the navigation of other important rivers, to establish food-producing factories, to lease state properties, and to organize triennial exhibitions.

The measure, which will come into force immediately, has been well received. "The Times."

Three Half-pence for a Bicycle. A boy of twelve who stole a bicycle at Norwich sold it for three-half pence. The machine changed hands no fewer than four times during one evening, the last price realised being 2s. 9d.

SICCAWEI OBSERVATORY.

Purely for the Help of Humanity.

In every part on the length of the coast of Asia, from Japan to Tonkin, seafaring men are guided in typhoon times by signals in which they place the implicit trust of the mariner in his compass, says the "China Press." When the signal telling of danger in the open sea rises like a warning hand, they obey and halt; and when the signal, moving with perfect mechanism as a hand on a dial, reads favourably, they proceed, confident of safety.

The Siccawei Observatory exists under a system which is perhaps without an equal for results. It is conducted by a half dozen Jesuit priests who receive no recompense for their work,—it has international agreements which allow the free transmission of hundreds of telegrams daily, no officialdom hinders or interferes with the Fathers; it was established purely for the help of humanity and is bound by no outside ties,—it is a thing apart from the world except for its co-operation with the Maritime Customs. The presence of Siccawei Observatory saves the Government of China hundreds of thousands yearly; its value to the world is inestimable, and the number of lives and the millions in property which have been saved by the few Jesuit Priests who ask for nothing more than to be allowed to do their own work in their own way, will never be known.

In Spite of Expulsion. Centuries ago the Jesuits were expelled from China,—but they returned in 1842 and established missions in Nanking and Peking, taking up their meteorological observations in south-east Chihli, at Chan Chai-chun, where the work went ahead slowly for some years without recognition. The Jesuits established at Siccawei a small mission and it their headquarters, receiving reports from other stations of weather conditions. The first real results were obtained in 1873, when the Siccawei observatory began the publication of meteorological reports. Even then the work of the Fathers passed unnoticed, the typhoons wrought their havoc yearly on the China Coast, and little attention was paid to the Jesuit priests who persisted in issuing reports and warnings from Siccawei. It was not until 1879 that the Observatory was recognized as a factor in Chinese shipping, and then at the cost of a tragedy. In that year, in the middle of the typhoon season, Siccawei issued warning of an approaching typhoon,—it was disregarded.

A Warning Disregarded. Vessels left the harbour unwarned, were caught helpless at sea and the coast was strewn with wreckage. That was the last time the warning of the Jesuit Fathers went unnoticed. One skipper who had felt the lull, and the calm of the sea which told of the approaching typhoon, had received the signal from the observatory. When he felt the quickening of the wind which was the fore-runner of the storm, he put back into port in all haste, and his vessel was saved. Other captains did not heed the typhoon signal, and paid sadly. But the captain of the vessel which avoided the storm, was loud in his praise of the typhoon signals; ship after ship heard of it from him, and gradually shipping men developed the custom of enquiring of Siccawei observatory of the state of the weather "outside" before leaving Woeasung.

The Present Observatory. The basis of the present observatory was laid at Nanking by Father Colombel, who was succeeded by Father LeLee in 1873, and the latter brought the instruments to the mission here. At that time its observations were meteorological, but in 1876, Father Decheveron who succeeded Father LeLee, set up the wonderful magnetic observatory. His place at the head of the mission was taken by Father Piu Boomsous in 1888 and in 1889 Father S. Chevalier, who is still with the Observatory, took charge, until 1898, when he was succeeded by the present head, Father L. Froo. The four observatories at Siccawei are under the charge of the following at the present time: Father Froo, meteorological; Father H. Gauchier, seismological, Father S.

Chevalier, astronomical and Father J. De Moidrey, magnetic. "We exist under a union of good will," Father Froo said to a "China Press" reporter; we are not hindered here, and by our agreement with the Maritime Customs, are able to carry out our work. Captain Tyler, the Coast Inspector, aids us a good deal. He is a man of many ideas and has done much to improve the system of weather signals, especially the meteorological system. We accept and act on each other's ideas, and work perfectly together. Otherwise we have no outside connections, and consequently have a free hand.

How Signals are Spread. "The signals we raise on the French Band are repeated all along the coast by the Customs. Without their aid we were helpless. If we were not here, someone would have to pay for a central observatory, but we find the expenses little, having private arrangement with Russia, Japan, France, Germany, the United States, Great Britain and Spain for the transmission of our telegrams. In each of these companies the cost of transmitting our telegrams would be nearly £1s. 14,000 yearly. It is all done for nothing. Two hundred messages come from our 65 stations throughout China daily, and are sent along the coast. Each station sends in two messages a day, sometimes three, and, in typhoon times, many more. We transmit them to Vladivostok, Antung, Newchwang, to a station on the Gulf of Chihli, Tientsin, Taku and others on the Pailo, Chefoo, the government station at Wai Hui Wei, Tsingtau, where they use only signals, Hankow, Chinkiang, Woeasung, Gutzlaff, Ningpo, Chihai, Wouchow, Sharp Peak, Foochow, Amoy, Swatow, to Hongkong, and to Hai-Pong in French Tonkin, to the central observatory at Tai Hoku in Formosa, and to Tokyo, Nagasaki and Moji for steamers leaving Japan. You see we cover a good deal of territory.

"We have a system here, only in use on the coast of Asia, which we are trying to introduce throughout the world. It is very simple, made up out of a small code and developed by Father Chevalier and myself.

Gale-Direction Particularised. "In other countries, they use only local signals. For instance, a ship leaving Hamburg will be advised of fair weather in the vicinity of Hamburg, and not told that she is to meet a gale off the Azores. The signal on leaving Hamburg would be 'Expect gale here.' That is all. Each one of our signals is sent out to each station on the coast, whether it pertains to that locality or not. Instead of running up a signal here 'gale from the north-east' we say 'Tell them a typhoon on Eastern Sea moving north-west.' Then the captain of a vessel knows what a freshening of the wind means. The result in this: Suppose a steamer was leaving Tientsin, going direct to Singapore. At the same time there is a typhoon near the Caroline Islands. It is going to cross the Philippines and enter Tonkin. Nobody is going to signal the captain at Tientsin, but when he reaches Formosa he would be told of the typhoon, and know where and when he was to meet it. In any other country he would know nothing. They would say perhaps 'cyclone at the Azores,' our system would say 'cyclone going north-west.' A captain leaving Hamburg would know that, after three days, he was to expect a fresh gale. In addition, we show local signals of course, for the benefit of fishermen and other small shippers. The new system has been adopted in part in Japan.

For the Benefit of Humanity. "We are established for the benefit of humanity," continued Father Froo, "for the good of seamen. Nearly all of us have had scientific study. The system was first used in Europe for the benefit of shipwrecked, and while we first came here merely to give information to mariners we have developed under pressure. We don't know what good we have done, we are a sort of prevention hospital. Our best results, we think, are that the application of the system of signals makes for the scientific education of coast-guarding captains. It helps the companies, too, of course, for there are fewer ships lost than before.

"THREE CASTLES" CIGARETTES

We could make them Cheaper
BUT WE WON'T
We would make them Better
BUT WE CAN'T
W. D. & H. O. WILLS
BRISTOL & LONDON.

The Chairman
of the
Yorkshire Aero Club
Gives his Experience of an
OVERLAND
MOTOR CAR

Read this Extract from a wholly unsolicited testimony of a
Motorist of High Standing and Large Experience.
LEEDS, June 17, 1912.

Dear Sir,
As a motorist with a personal experience of a dozen makes of cars, I can truthfully say that my best investment for the money spent has been the 20 h.p. Overland, on which I have done upwards of 12,000 miles. I got this car a year ago last March, and during the past 16 months I have never had to lay it up for overhauling or any such repairs.

I can get 55 miles an hour out of her, and can keep up 35 to 40 miles per hour for hours without the least strain or undue vibration. I find her wonderfully elastic, and when in busy traffic she slows down on top gear to two or three miles per hour. I consider the control and springing excellent.

In connection with aviation, this car has had to do some pretty rough work, including 30 miles of sprinting across the rough Stray at Harrogate on the occasion of the "Daily Mail" Flight. It takes hills and roads as smoothly and as splendidly as it did when I bought it.

This is the first time I have met with an American car that has not worn itself out, or, at any rate, seriously deteriorated its mechanism, after more than a year's work. I had calculated that it was cheaper to buy a new Overland every year than to spend three times the sum in an English car which I might not want to keep after the third year, but I am glad to say my present Overland is running far too well for me to deem a second Overland necessary.

Besides my Overland I have one expensive English car and a well-known Italian car, but from the standpoint of a return on one's investment, I can easily place the Overland first. The engine is so reliable—never having been down yet—the cost of tyres so slight—and the petrol consumption at 23 to 26 miles per gallon—so admirably low—Your truly, (Signed) S. C. A. HIRST, Chairman.

P.S.—You can refer anyone thinking of an Overland to me for further particulars. I log every journey my cars do, and I therefore have the fullest information of what my Overland has done. The engine, though never taken down yet, and though choked with carbon in spots (so I suppose), is still pulling excellently. My chauffeur did Appleby Lane (a two miles climb north-west of Leeds) on top last night, and I am self-honestly unqualified to say several times. I have never known any car to do Appleby Lane on top before—and this for in Overland after sixteen months' roughest wear.

For Specifications and Prices: Apply to the Sole Agents,
THE DRAGON CYCLE DEPOT
24, Des Vœux Road.

COMMERCIAL.

Belat Tin Output.			
The output of tin ore for July from the Belat Tin Mining Co., Ltd., was 212.04 piculs and from Bruang, Limited, 57.20 piculs.			
Shanghai Bullion.	August 22, 1912.		
Silver	... 2313.16d.		
Mexican Dollars Market	Rate	... 75	
Dragon Dollars Native	Bank Rate	... 75	
Copper Oneh	... per Tls. 1752		
Shanghai Gold	Bars	... S'hai Tls. 3571	
Silver	... Tls. 111.15		
Sovereigns Bank's	Buying rate	... Tls. 7.24	
Petroleum.			
Devos's Imp. Brilliant	Oil (2 tins)	... 42	
Sylvan Arrow Oil (2 tins)	... 3.11		
Fish Brand Oil 2 tins in case	... 2.60		
Fish Brand Oil 2 tins in Lamp Glass (superfine)	2 tins in case	... 2.60	
Lamp Glass (superfine)	2 tins	... 2.50	
Langkat's Dragon Brand	2 tins in cast	... 2.40	
Langkat's Dragon Brand	2 tins	... 2.30	
Turpene per tin 4 gal-	lons	... 2.60	
Penang Produce.			
Gold Leaf	... \$64.60		
Black Pepper	... no stock		
White Pepper	... 33—sales		
Trang Pepper	... 23.75—nominal		
Cloves	... 35—nominal		
Mace	... 120—nominal		
Mace Pickings	... 112—sales		
Nutmegs 110a.	28—sales		
Sugar	{ No. 1 ... 8.20 sales		
	{ No. 2 ... 8.10 sales		
	{ Basket ... 5.15 buyers		
Copra (mixed)	... 9.90—buyers		
Tubhuu	190—sellers		
Suonde	245—sellers		
Gutta	{ Snuu ... 20—sellers		
	{ R' bong ... 120—sellers		
India Rubber	225—sellers		
Rattans	... 11.20 sellers		
Rattans Conrass	... 10.00 sellers		
Green Shell Shells	13—sellers		
Fishmaw No. 8	Opit 203—per p.c.		
	" 1 ... 190—		
	" 0 whole 205—		
	" 1 ... 170—		
Chin Song Rice No.			
1 new	... 350—per coy.		
Rice Siam No. 1	new	... 330—	
Rice Siam No. 2	new	... 305—	
Rice Rangoon No. 1, wide local	columus,		
Rice Rangoon No. 2	2.25		
Puloo No. 1	... 2.60		
Bintong	... 2.38		
Broken	... 1.30 old crop.		
Paddy	... 1.35—per coy.		
Bras, No. 1	... 3.35—per bag		
" 2	... 3.20—		
Devos's Oil	... \$1.64 per tin.		
Sylvan Arrow Oil	... 1.44 per tin.		
Dragon Brand Oil	... 1.57 per tin.		
Langkat Oil in Bulk	1.30 per tin.		
Langkat Oil (Lamp-glass Brand)	... 1.87 per tin.		
L'kat Oil (Cook Brand)	1.50 per tin.		
(Crown Brand)			
B'neo Oil (Cross)	... 1.42—		
Devos's Oil	... \$3.30 per case		
Sylvan Arrow Oil	3.02—		
Gun Brand Oil	1.65 per tin		
Watch Brand Oil	77 cts.		
Umbrella Brand Oil	70 cts.		

COMMERCIAL.

Shanghai-Nanking Railway Returns.

The following are the approximate returns of traffic on the Shanghai-Nanking Railway.

Year.	Passen.	Goods & gers.	Sundries.	Total.
1912	35,000	12,174	45,074	
1911	20,200	5,283	34,402	
				Increases.
	6,801	5,891	13,582	

Up to date for 33 weeks.

Year.	Passen.	Goods & gers.	Sundries.	Total.
1912	1,450,434	235,119	1,001,555	
1911	1,101,972	138,885	1,290,857	
				Increases.
	354,462	93,234	400,698	

Cardiff—Ex godown, Tls. 20.00 firm

Sydney Wollongong—Ex godown, no stock

Japan Coal—Ida Lump, ex godown, Tls. 5.75; Kishima Lump, ex godown, Tls. 7.00; Kishima Dust, ex godown, Tls. 4.10—no stock; Ohoura 3 ft. Lump, ex godown, no stock; Ohoura 5 ft. Small, ex godown, no stock; Yoshio Small, ex godown, Tls. 5.00; Mike Lump, ex godown, contracted for; Mike Small, ex godown, contracted for; Mike Dust, ex godown, contracted for; Shimoyamada Unscreened, ex godown, Tls. 4.75; Shimoyamada Lump, ex godown, Tls. 5.40; Miyoshi Lump, ex godown, Tls. 4.45; Shikano, ex godown, contracted for; Yoshinokuni No. 1 Lump, ex godown Tls. 6.00; No. 2 Lump, ex godown Tls. 4.70; Fukushima Lump, ex godown Tls. 5.50.

Kaiping Coal—Navy Lump, ex Wharf, Tls. 7.50; Dust, ex Wharf, Tls. 5.25; Loco Lump, ex Wharf, Tls. 6.50; No. 1 Slack, ex Wharf, Tls. 5.00; Linsai Lump, ex Wharf, Tls. 4.20; Household Coal—Delivered \$9.50.

Shantung Coal—Hungshan Navy Lump coal, ex Wharf, Tls. 11.00; Hungshan Banker coal, ex Wharf, Tls. 8.00; Hungshan Nuts coal No. 111, ex Wharf, Tls. 7.00; No. 1V, ex Wharf, Tls. 6.00; Hungshan Dust coal, ex Wharf, Tls. 4.75; Hungshan Brickets, ex Wharf, Tls. \$10.50.

Wollongong Lump Coal, No Stock. No. 1 slack no stock.

Manchurian Coal—Fu-Shun Unscreened, ex godown Tls. 6.25; Dust, ex godown Tls. 5.35; Lump, ex godown Tls. 7.00.

Honan Anthracite Lump coal, ex godown Tls. 9.75.

Arrivals of Coal during the fortnight have been—

August 6, s.s. Misumi Maru, 2,272 tons, Mike coal; August 6, s.s. Sojun Maru, 2,074 tons, Mike coal; August 6, s.s. Kaiping, 3,010 tons, Kaiping coal; August 7, s.s. Tanoura Maru, 1,785 tons, Wakamatsu coal; August 8, s.s. Selun, 1,806 tons, Kishima coal; August 8, s.s. Unkai Maru, 1,000 tons, Wakamatsu coal; August 9, s.s. Takatori Maru, 2,300 tons, Wakamatsu coal; August 9, s.s. Fujisan Maru, 2,148 tons, Mike coal; August 9, s.s. Chidori, 2,243 tons, Wakamatsu coal; August 9, s.s. Jason, 991 tons, Mike coal; August 11, s.s. Nishio Maru, 2,000 tons, Wakamatsu coal; August 12, s.s. Juko Maru, 1,830 tons, Mike coal; August 13, s.s. Quarta, 2,325 tons, Kaiping coal; August 13, s.s. Takasaka Maru, 2,811 tons, Mike coal; August 15, s.s. Shini Maru, 2,000 tons, Wakamatsu coal; August 15, s.s. Sejun Maru, 2,072 tons, Mike coal; August 16, s.s. Kumakata Maru, 1,600 tons, Wakamatsu coal; August 16, s.s. Kaiping, 3,010 tons, Kaiping coal; August 16, s.s. Fujisan Maru, 2,127 tons, Mike coal; August 17, s.s. Kaga Maru, 2,847 tons, Wakamatsu coal; August 17, Selun, 1,800 tons, Suminoye coal.

Szechuen S. N. Co.

Owing to the large profits of the trade, it is stated to be probable that the Szechuen Steam Navigation Company, the owners of the Shutung, will have two new and powerful steamers built for the upper river in place of the one the plans of which have already gone home. The pioneer of the trade, the Shutung, is expected at Shanghai at the end of the year to undergo her annual overhaul which she missed last year. Shipping and Engineering.

Public Auctions.

PUBLIC AUCTION.

By Order of the Executors of the Will of the late Mr. H. N. COOPER,

the VERY VALUABLE LEASEHOLD PROPERTIES Situate and Being Nos. 2, 4, 6, 8, 10, and 12, Mosque Street, Victoria, Hongkong, to be sold by PUBLIC AUCTION

on FRIDAY, the 30th day of August, 1912, at 12 o'clock Noon, in six Lots

by Messrs. HUGHES & HOUGH, Auctioneers, at their Auction Rooms at No. 8, Des Voeux Road, Central.

The Properties consist of:—
Lot 1. The piece of ground and premises thereon known as No. 12 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857 and registered in the Land Office as SUBSECTION 2 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,054 square feet or thereabouts.

Proportion of Crown Rent \$4.00 per annum.

Lot 2. The piece of ground and premises thereon known as No. 10 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as SUBSECTION 1 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,119 square feet or thereabouts.

Proportion of Crown Rent \$1.13 per annum.

Lot 3. The piece of ground and premises thereon known as No. 8 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION A OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 3 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,157 square feet or thereabouts.

Proportion of Crown Rent \$1.13 per annum.

Lot 4. The piece of ground and premises thereon known as No. 6 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as SECTION B OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 4 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,180 square feet or thereabouts.

Proportion of Crown Rent \$1.20 per annum.

Lot 5. The piece of ground and premises thereon known as No. 4 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the 1st September 1857 and intended to be registered in the Land Office as SECTION C OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 5 OF SECTION B OF INLAND LOT No. 58.

Total Area 2,168 square feet or thereabouts.

Proportion of Crown Rent \$1.23 per annum.

Lot 6. The piece of ground and premises thereon known as No. 2 Mosque Street with the appurtenances thereto held for the residue of a term of 999 years from the

1st September 1857 and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 OF SECTION A OF INLAND LOT No. 58 Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B OF INLAND LOT No. 58.

Total Area 2,851 square feet or thereabouts.

Proportion of Crown Rent \$1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the office of Messrs. DEACON, LOOKER AND DEACON, 1, Des Voeux Road, Central, Vendor's Solicitors, or at the Office of Messrs. HUGHES & HOUGH, The Auctioneers, Hongkong 3rd Aug. 1912. (571)

PUBLIC AUCTION of VALUABLE LEASEHOLD PROPERTY.

MR. GEO. P. LAMBERT has received instructions from Messrs. Percy Smith, Seth and Fleming, Liquidators of Geo. Fenwick & Co., Ltd. (In Liquidation) to sell by Public Auction

on THURSDAY, the 29th August, 1912 at 12 o'clock (Noon) at his Sales Rooms, Duddell Street.

THE VALUABLE LEASEHOLD PROPERTY

Registered as Marine Lot 285, containing an area of 201,132 Square Feet (or thereabouts). Annual Crown Rent \$2,000—held under a Crown Lease for Seventy-five Years from 31st March, 1904.

The above lot has a well built seawall and is very suitable for Godown or Factories.

Also, A permanent pier. For further particulars, apply to GEO. P. LAMBERT, Auctioneer, or PERCY SMITH, SETH & FLEMING, The Liquidators, Messrs. DENNIS & BOWLEY, Solicitors for the Vendors, Hongkong, 21st August, 1912. [609]

Notice

NOTICE. THE CIVIL SERVICE CRICKET CLUB.

THE ANNUAL GENERAL MEETING of Members of the above named club will be held in the Pavilion, Happy Valley, on THURSDAY, August 29, at 8 p.m. for the purpose of considering and passing the Annual Reports and Statements of Accounts for the year ending August 1912.

M. W. BISHOP, Hon. Sec. Hongkong, 24th Aug. 1912. [613]

NOTICE.

G. B. R. PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of September, 1912, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Mount Parian and May Road respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rents to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot	Area	Remarks
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100	1,000	...

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.
London Office—10, Abchurch Lane, E.C.

BRANCHES.

Bombay Calcutta Canton Cebu Hongkong Kobe Manila Peking Shanghai San Francisco Singapore Yokohama

Capital and Reserve \$100,000,000

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Mongkok, 20th July, 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yen 48,000,000

PAID-UP CAPITAL " 30,000,000

RESERVE FUND " 17,500,000

Head Office—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fung, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.

Agencies: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port (Amoy), San Francisco, Shanghai, Tientsin, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNT.

Deposits received for fixed periods at rates to be obtained on application.

TAKIO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. 18

Consignees

FROM EUROPE.

THE H.A.L. Steamship

"PISA,"

Captain Sach, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whences delivery may be obtained against Bills of Lading countersigned by the Under-

signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. "Hamburg" from Göteborg.

"Agnes" from Norrköping.

"Kong Ring" from Skien.

"Soneok" from Copenhagen.

"Ella" from Copnhagen.

"Soneok" from etubal.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd Aug. 1912. [12]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"OMI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried, on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 1st Sept., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents, Hongkong 25th Aug. 1912. [8]

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

SHANGHAI OFFICE: 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

COURT OF DIRECTORS: F. H. Armstrong, Esq., Chairman; S. H. Dowell, Esq.; W. L. Patterson, Esq.; G. F. Friedman, Esq.; G. S. Gubbay, Esq.; G. B. Langdon, Esq.

CHIEF MANAGERS: Hongkong—N. J. STARR; Shanghai—G. S. Gubbay.

SHANGHAI OFFICE: 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

LONDON BRANCH: 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents. [2]

Printed and Published by the Proprietor, Dr. J. W. Noble, at 4 Des Vaux Road Central, in the City of Victoria, Hongkong.